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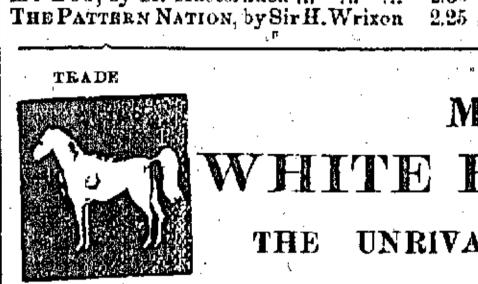
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NOTICE TO KOWLOON RESIDENTS

Hongkong, 20th September 1905. - [1751

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Hongkong, 2nd November, 1906,

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Correspondents must forward their names and addresses with communications addressed to the Editor. not for publication but as evidence of good faith. All letters for publication should be written on on side of the paper only.

No anonymously signed communications that have aiready appeared in other papers will be inserted.
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P.O. Box, 88. Telephone No. 12

BIRTHS. On October 20th, at Chefoo, the wife of V. Eckrored, of a son. On October 29th, the wife of G. A. TISDALL. Russo-Chinese Bank, Newchwang, of a son.

On October 31st, at Shanghai, Lioner Epolaic CANDING to ELEANOR MARY (Sissy) Barry.

MARRIAGE.

Elenokono Office: 10a. Des Vœux Road C LONDON OFFICE: 131, PLEET STREET, B.C.

HONGRONG, NOVEMBER 7TH, 1906.

Ir the recent statements by Mr. PUTNAM Weale as to the condition of affairs in the Russian Far East cannot be accepted by all with absolute confidence- and he has his critics-confirmation of a wholesale nature has lately been provided by the Russian newspaper Novoe Vremya, which no one can expect to be troubled with either pro-Japanese or anti-Slav tendencies. In a recent leading article, it made statements almost identical with many of those we lately quoted as emanating from the brilliant author of the "Reshaping of the Far East". Trade and manufacture in the Primorski region i our Russian - contemporary has stated, absolutely undeveloped, so far as Europeans understand the term. Its undoubted natural riches are practically untouched, and the country remains almost in its primitive condition. In fact, the Povoc Vreniga admits, "during all the time that it has had control of the Primorski region, our Government has made no serious attempt to colonize it and to increase its material prosperity. On the contrary European Russia continued up to 1900 to send thither the refuse of its criminal population—hardly a good method of raising the intellectual and economical level of the country. commercial policy was characterized routine, and by a complete ignorance

conditions, thanks to which the Government continually swung from a high tariff to free trade and up to the present it has not made up its mind as to which of these systems it shall adopt." This want of decision on the part of the Government has, of course, a bad effect on local trade and oach. commerce "> Mr. WEALE concluded that Russia had no Far Eastern policy at all at present. The domestic disorder in European Russia had dislocated the overseership of by Mr. Kojima, Director of the Lumber Office interests so far away, and local jealousies, coupled with a general pessimism among The disheartened officials on the spot, we're eagainst any consistent aftempts at governing and developing these title regions which Russia has annexed but never! vet assimilated. The translation of the Rossian comments referred to indicates that there is, however, more than discuss a question closely affecting the commercial interests of these parts. It appears that notwithstanding the pre'sure of graver affairs at home, the Far East has not been overlooked at St. Petersburg. which indeed we might have fairly assumed from the evident control maintained by the bureaucracy over the powers of the Minister. same situation as some of our Colonial Governments have lately done under a Columnal Office that can boast or the energetic assistance of a Winston Churchill. special commission has been sitting at the Russian Ministry of Trade and Commerce to consider the to be or not to be of maintaining in peace the free-trade policy considered desirable during the war. The Novoe Vremya is for free-ports, arguing that as there is at present no local industry to protect, protective tariffs will merely check the development that is so desirable and necessary. It might be helpful once that development gets a fair start, but neither before the birth of industry, nor after it reaches robustness, can four con temporary see that protective tariffs at, Mauchurian or Siberian ports would be anything but harmful. It says protection only does harm to a sufficiently developed industry, for "it tends artificially to raise the price of all products, making the cost of living greater and at the came time depriving traders of an invaluable impulse. towards improved production. In this weeks ago, and shown clearly that the C.P.R. excess of protection lives the old sin of our bureaueracy, a sin which has cost the country very dear". Fiscal revenue ought to occupy the secondary place. Experience has shown that Siberian producers need cheap materials from abroad; manufacturers of grossly misreported by the Canadian papers. matches, soap, &c., are continually asking the Ministry of Finance for relates indispensable materials imported

from abroad. The Novoc Vremya, vainly readers some time ago. we fear, tries to allay the doubts of the Moscow and Lodz manufacturers, who dread foreign competition. It avers that under free trade Russian goods held their own against foreign; and that the latter actually entered more freely when a tariff barrier was erected. There we fancy the Russian journal has been misled by studying values instead of quantities, for the foreign imports it quotes are expressed in rouble terms, 3,772,672 roubles' worth in 1900, roubles in 1902. Then also, the increase of smuggling caused by the high tariffs was bound to affect the imports from European value from fifty-seven millions to thirtyeight millions. "In any case", concludes our contemporary, "the interests of the local population should be considered before these subsidy- and rebate-fed manufacturers at home". Other merchants who wish to introduce their goods at southern ports will prefer that Vladivostock should

The Vulcan Ironworks, Ltd, at Shanghai have paid a dividend of Tls. 50 per share.

go back to protection.

Another list of subscriptions to the Typhoon Relief Fund, bringing the total received up to \$262,452.39, will appear in to-morrow's issue.

The Echo de Chine had telegraphic information that the French submarine Latin which sank in six fathous in Bizerta harbour, has been found, and the bodies of the craw recovered

Judge Wolverton, in the United States possessed with the violin, and his brilliant Circuit Court, ordered the San Francisco Board of Education to show cause by November 5th why Iyasuhara, a Japanese pupil, be not reinstated in the Pacific Heights-Grammar

The Chinese gunboat and dispatch-boat Chunho got badly ashere on October 31st on Middle Bank, North Whangpoo Channel. Tugboats and lighters were sent to her assistance by the Shanghai Tug and Lighter Co., but the work of refloating is likely to take some time on account of slack tides.

According to a Tokyo dispatch, the Nippon Yusen Kaisha intenda opening a service between Yokohama and New York, via the Suez Canal. The dispatch states that the six vessels now employed in the European service are to be transferred to the New York line, and their places taken by six new steamers of 8,000 tons

A college for forestry will be established, says the Janin Herald, at Mukden with Prof. Imagawa as President. It has been promoted at Mukden, for the promotion of lumber industry on the Yulu, and seconded by influential-Chinese, the Tartar-General of Mukdon having comised to subscribe 150,000 year towards its

Another successful organ regital was given by Mr. Jennae Fuller in St. John's Cathedeal last evening before a fair attendance of music loyers. The organist's interpretation of the several works of the musters was sympathetic one policy, and the writer proceeds to and artistic. The audience cordinary greated the Rev. M. Longeldg t for his two soles, and Master McKelvey used a pleasing voice to perfection in the solo "Angois ever bright and fair." The programme, (which we published yesterday), was thoroughly enjoyed, during her first attempt to tow off the stranded

Mr. Shaw, Secretary for this U.S. Treasury, has issued a circular to the public, stating that te will for some time disc-ntinue making deposits of gold bullion, in order to facilitate at Peking, who finds himself much in the the importation of gold, which had been checked wing to the rise in the Bank of England discount rate! His prompt action in this respect has consed a great stimulation in the circulation of bank notes, and it is believed a critical situation has been avoided. The New York money market has steadied som what since the action of Mr. Shaw.

It is reported from Peking that in deference t the strong hostile feeling expressed by people in the North on the subject, the Waiwnpu has sent instructions to H.E. Wang Ta-bsi, Chinese Minister to the Court of St. James, to protest against the recent legislation of the Transvan Colonial authorities requiring all Chinese working on the Rand and other parts of the Transvant Colony to be registered and their measurements taken according to the Bertillon system, as if these subjects of the Imperial Government of China were so many criminals instead of being honest, humble labourers, working for

a living away from home." A copy of the shipping journal Physics has con sent to us, in which that weekly organ deals faithfully with a typical example of the wild statements that were made at first with regard to the Suez and Canadian Mail routes. Having in its correspondence and leader columns fully explained the misunderstanding while nobly beating its own previous record does not even profess to lower-the romarkable times achieved by the Sucz mail lines, the Daily Press need not go over the Cground again. It seems evident, however, that Mr. Piers, the manager of the C.P.R., must have been He is very unlikely to have said that the fastest time via Suez and overland was 35 days. Thirteen years ago the P. & O. had reduced the record to 21 days, as we reminded our

A special Army Order states that it has been decided to adopt in time of war a system of office work whereby an officer commanding a unit in te field will, as far as possible, be relieved of clerical work by the officer in charge of a base record office. Similarly, in peace, an officer in charge of records will relieve the officers commanding the units which are affiliated to his record office of all clerical work that can be carried out in the record office. The principles on which office work should be based in time of peace are as follows: (i). The assimila-6,470,561 roubles in 1901, and 19,999,004 | tion, as far as possible, of peace conditions to those of war. (ii). The relief from responsibility for clerical work of officers commanding he was much better. units which will allow them more time and more opportunity for the exercise of their proper Russia, which in the same years dropped in | functions of command. (iii). The compilation of statistical information by an officer specially appointed to maintain the records of the units affiliated to his office. To enable the commander of a company, &c., to meet the greater demands which are now made upon him by the devolution of responsibility, it is necessary that he should have a book in which information concerning men of his company, &c., is easily available.

> Those who had the pleasure of attending the concert at the Peak Hotel on Monday night speak in the highest terms of the artistes. Herr and Madame Marquardt enchanted everyone with their performances. The harp, an instrument always associated with romance and the finer sentiments, proved in the hands of Madama Marquardt as soul stirring as the scriptures and the classics lead us to believe it was in the olden days. The beautiful melodies roused the enthusiasm of the auditors, and gifted harpist had to comply with several encores. In his various selections Herr Marquardt showed what a wonderful power be execution charmed his hearers, who asked for a repetition of several of his solos. Mrs. Newborn's soprano voice was heard to great advantage in both her numbers. "Ave Maria," with harp and violin accompaniment, was exquisitely rendered, as was also Tosti's "Good-bye." On both occasions she gratified the audience with an encore. To say that Mr. Geo. Grimble was a success in the role of pianist is to state the obvious, but it is fair to to add that he contributed much to the success of the concert and the entertainment of the

We are advised that the American Consulate has received the following typhoon warning :--"Manila Observatory 10 o'clock a.m. Cyclone North Yap island, Western Carolines. Direction unknown."

The Shell Company's tank-steamer Volute, while conveying 5,000 tons of keresene oil to Hankow, stranded on October 27th about twenty miles below Nanking. In reply to her signals Captain Ching Pih-kwang of the Imperial Chinese cruisor Haichi went to the Volute's assistance and sudeavoured for nearly five fronts to tow her off. Eventually the Haichi's hawser broke and she wa obliged to proceed on her way to Nanking, in order not o delay the arrival of H. E. Viceroy I uan Fang who was on board. After landing the new Viceroy at Nanking, Cap ain Ching Pih-kwang returned to the Stranded Volute and succeeded in reflex . ing her. The steamer load apparently sustained no damage and was able to cartique her voyage to Hankow, "he riendly and prompt assistancoof the Chinese cruiser prevented the Volute from remaining aground possibly for a consider: able period, and it was felt, says the N.-C. Daily News, that thanks were due to the Vicercy Tuan Fang for his ready assent to the H ichi being delayed for so many hours

> SUPREME COURT. Tuesday, November 6th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISSE JUDGE).

CLAIM FOR HIRE. The Kwong Hing firm sued Chan Shu to recover the sum of \$200, being as to \$100 part thereof for the return of money deposited with the defendant as birgain money for the hire of defendant's cargo boat No. 693, and as to the remainder being the amount of damage defendant agreed to pay the plaintiffs on his failure to deliver the said cargo boat.

Mr. F. X. d'Almada e Castro appeared for plaintiffs, and Mr. J. H. Gardiner (of Mr. O.

D. Thomson's-office)-for-defendant: Mr. Almada, in opening, said, the plaintiff firm carried on about three million dollars' worth of business yearly, and required a considerable number of boats. After the typhoon, some of their cargo boats were damaged and the firm employed a broker to arrange to hire | Messrs. Perforate and Elphinstone's Tipeat, some. This man arranged with defendant on terms of \$300 a month, and a deposit of \$100 was raid. While that was being paid the defendant agreed with the plaintiffs that if he did not deliver the cargo boat on the following day he would pay \$100 as damages. After hearing the evidence his Lordship

reserved judgment. PARTNERS QUARREL; AND CREDITORS

Four actions were brought against Cheng Tsai and Cheng Lai, partners in the Chun Shing firm, in which the following firms sought to recover the amounts hereafter stated: -The In Hing Loong, \$394.33; the Wing Cheung Loong, \$55.90; the Kwong Cheong Loong, \$96.15; and the Kue Choong Loong, \$268,76.

Mr. Otto Kong Sing appeared for all the plaintiffs, and Mr. Steavenson (of Mesers Deacon, Looker and Deacon) represented the second defendant in each action.

Mr. Steavenson informed his Lordship he was not prepared to defend as the two partners had quarrelled, and he was unable to get them together to find out whether the amounts claimed were owing or not. He would therefore consent to judgment on behalf of the second defendant.

His Lordship gave judgment and costs to the plaintiffs in each action.

ACCIDENT TO THE GOVERNOR.

On Monday His Excellency the Governor had the misfortune to be thrown from his pony while playing pelo on the Polo Ground. He fell on his face, which was severely cut, but fortunately he received no other injury. Yesterday it was ascertained that although confined to his room

THE ROYAL HONGKONG GOLF

I he monthly competition for the Captain's Cup

and May Cup were held at Happy Valley from the 3rd to 5th November, 1903. The following returns were made:-

Lt. R. M. Crosse, R.G.A...

... 88 - 7 = 81Mr. T. B. Norrie Hon. Mr. F. J. Badeley 91 - 10 = 81Hon. Mr. W. J. Gresson 94 - 12 = 82 Mr. T. C. Gray ... 97 - 9 - 88 MAY CCP. Mr. F. Paget Hett ... 100 - 18 = 82 Mr. P. Teeter ... ... 105 - 3 = 82Major H. Broke, R.E. ... 100 - 17 = 83 Mr. J. R. Wood ... ... 105 - 18 = 87 Lt. C. B. Down, R.G.A., 82 - 4 = 79 Lt. R. M. Crosse, R.G.A., 90 - 10 = 80 Mr. H. T. Butterworth 93 - 12 = 81 E. J. Grist Hon. Mr. W. J. Gresson 94 - 12 = 82 Mr. A. Brooke-Smith ... 93 - 9 = 84 Mr. T. C. Gray ... 97 - 9 = 83 + Winner of Captain's Cup. Tie for May Cup.

\* Winner of Pool.

The next competition, for the Robertson Farewell Cup, will be held at Happy Valley from the 10th to 12th November, 1906.

LATEST STEAMER MOVEMENTS.

The M.M. str. Ernest Simons, with the next French mail, left Singapore on Monday, the 5th inst., at 4 p.m., for this port via Saigon. The J.-C.-J. Lijn str. Timahi left Macassar for this port on the 5th inst., and may be expeoted here on or about the 13th inst. The str. Lightning, from Calcutta, left Singa-

pore on the 6th inst., a.m., and may be expected here on or about the 11th inst. The P. & O. str. Peshawur left Singapore for Hughes, advanced to 4 to 1. this port on the 6th inst., at 10 a.m.

# TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE].

### SHANGHAI RACES.

SECOND DAY.

SHANGHAI, November 6th. To-day's racing was favoured with milder weather and some sunshine. The attendancewas therefore large

NORTHERN CVP, Tls. 250, 1 mile, 28 entries. Mr. G. H. Pott's Heather King, 158 .... (Mr. Cumming) Mr. Copenhagea's Cosmop slitan, 155, ...

Mr. Neshands Rhonel, 355, (Mr. Krener) and Time Pm. 31-2 5s. Chana Cur, Fig. 250, griffins only, one mile,

d**t** entries. Mesers, Common and Robson's Mark Time: - 158, (Mr. Burkill)

Mr. Mariu's Angelius, 152, (Mr. Meyerink). r. Quebec's Rarie, 152 (Mr. Comming)... Time 2 m, 6-1 5s. SHANGHAI STF LEGER, Tls 750, for 199

runners, 17 miles, 33 entries. Mr. Boverly's Brockton, 157, (Mr. Hayes) ... Mr. Buxey's Triumph Rose, 157, (Mr. Cox). 2 Mr. H. Morriss' Heathfield, 152, ....

(Mr. Burkill) Won by a length. Time 3 m. 47-2 5s. Pageona Cur, Tis 250, griffins only, seve

furlongs, 59 entries. Mr. G. H. Pott's Northern King, 152.

(Mr. Burkill) Mr. Quebec's Ranic, 155, (Mr. Cumming).... Mr. John Peel's Bedale, 152,

(Mr. Johnstone) 3

Time I m. 48/3/58. SHANGHAI STAKES, forced entry of Tls. 5, Tls. 100 added, winner 70 per cont. 13 miles, 137

Mr. Robson's Lavender, 158, (Mr. Borkill). Mr. Mariu's Argunte, 145, (Mr. Meyerink). Mr. Quel se's Cadrie, 158, Mr. Cumming) .... Time, 3 m. 16-1 5s.

BACING STAKES, Tls. 250, for 1986 runners, H miles, 34 entries. 'Mr. Morriss' Heathfield; 160, (Mr. Burkill);

155, (Mr. Campbell) Mr. Copenhagen's Cosmopolitan, 169, . . . ... (Mr. Moller) 3

Time, 2 m. 41-4/5s. LLAMA MIAU STAKES, Tis. 250, 17 miles, 24

Mr. Durgor's White Blaze, 155, ... ...

(Mr. Crighton) Mr. Fas' Comanche, 158, (Mr. Moller), .... Mr. Nephew's Minheimer, 152, (Mr. Hayes)

Time, 3 m, 51-4/58. SYCHE STAKES, Tls 250, griffins only,

miles. 49 entries. Mr. Ashford's Moriak, 155 (Mr. Dalgleish) Mr. Quebec's Rurie, 152, (Mr. Cumming)... Mr. Ring's Ills, 155, (Mr. Vida) ....

Time 2 m. 44-1/5s. SICCAWEI PLATE, Tls. 250, 11 miles, 34

Mr. John Peel's Ard Patrick, 155,

/ (Mr. Johnstone) Mr. Quebec's Cel ic, 161, (Mr. Meyerink) ...

Mr. Quebec's Cedric, 158, (Mr. Cumming) . Time, 2 m. 43-4/5s.

[REUTER'S STRVICE.]

THE STORM IN THE RIVIERA. LONDON, November 4th.

He was charged with refusing to pay hire, and A great storm, accompanied by a tidal with behaving in a disorderly manner. wave, has done much damage in the Riviera, Nine torpedoes have been wrecked at Toulon, and the shipping has suffered

THE BOROUGH ELECTIONS.

LONDON. November 4th. The elections for the Borough Councils in England show a sweeping victory for the Moderates. In London the Progressives and Labourites were everywhere routed.

NORTH POLE EXPLORATION.

London, November 4th. Advices received at Hopedale, Labrador, state that the explorer Peary is returning, after having reached 87.6 deg, the furthest north yet achieved. 🚅

THE GOVERNORSHIP OF NEW YORK.

LONDON, November 4th. The campaign for the Governorship of New York surpasses all previous elections for passion and vehemence.

President Roosevelt, being unable to personally participate in the [election for] Governorship of New York, has commissioned Mr. Root to declare that the election of Mr. Hearst will injure and discredit honest labour and honest capital. Mr. Root denounced Mr. Hearst as a deliberate demagogue, an exploiter of sensationalism, an apologist for the murderer of President McKinley, and an upstirrer of useless discontent. After Mr. Root's speech, the betting on Wall Street in favour of Mr.

#### WIRELESS TELEGRAPHIC CONVENTION.

LONDON, November 4th. The Wireless Telegraphic Convention has been signed. It is understood that the British Delegate is satisfied with the results and believes that naval interests are fully -sufeguurded,

THE BOROUGH ELECTIONS.

LONDON, November 4th.

Mr. Balfour, in a speech in London, on the Borough Council elections, said that the results showed the country, was beginning to sectionist, the philiplinous pretences. 3 day which the Covernment obtained office.

N.-C. Dady News' Service.

### -AMERICA AND JAPAÑ,

TORYO, October 31st. What may be termed the phase in the anti-Jan mese agitation in San e rancisco which led up to the bayeoff of Japanese restaurants is at an end, but the Japanese residents have petitioned the Governor of California to protect their school-children against the outrages of persons who regard them as outside the protec-

Tokro, November 1st. At President Rossevelt's urgent desire the local authorities at San Francisco liave withdrawn the measures taken to secure the corregation of Japaneseschool children. At the same time they maintain that those measures were based on logal grounds and were in accordance with the laws of the State of California

Over a hundred Japanese children immediately began to attend the American schools. President Roosevelt has wired his thanks to the Mayor of San Francisco and congratulated him on the happy termination of the dispute.

#### MR. W. E. CRAIG'S DEATH.

ANOTHER CASE OF SUICIDE. It is officially reported that the death of Mr.

W. E. Craig, of Messrs, Reiss and Co., which was announced in our previous issue, was due to suicide, by cutting his throat with a razor in his bathwoom. There was no apparent reason for this rash act; from inquiries the police have made, he was not in financial difficulties; and, as we have already stated, he was on the eve of a happy and long looked for marriage. It is thought that his attack of dengue fever must have affected his\_brain. An inquest, however, is to follow in due course

> POLICE COURT: Tuesday, November 6th.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

COMMISTING A NUISANCE, The manager of Messrs. Price and Co. proceeded against a native for committing an

obnoxious nuisance. On hearing the evidence his Worship imposed a fine of \$5, and warned defendant that if heappeared again on a similar charge he would be fined \$100.

Before Mr. C. D. Melbourne (Second) Police Magistrate).

ANCHORING IN THE FAIRWAY. The master of the s.s. Nissim Maru was fined \$25 for anchoring his vessel in the central

A DISORDERLY MARINE. Considerable excitement prevailed in Queen's Road Central on Monday night when a marine from H.M.S. Kent took possession of the roadway, flourishing a sword stick, He refused to pay his ricsha hire, and was creating such a commotion that the police considered it advisable to arrest him.

On the first charge his Worship ordered the defendant to pay the ricsha coolie 20 cents' compensation, and on the second, imposed a fine

SIEALING A TYPEWRITER.

While the secretary of the Oriental Construction Company was away at Canton, one of the Company's clerks and another European had a jollification in Hongkong. As funds would not hold out, however, it appears that a consultation was held as to the means of procuring more money, the result being that the clark decided to pawn the Company's typewriter. The typewriter was accordingly pawned by the second defendant. and the \$50 advanced on it was soon spent.

When the Secretary of the Company returned to Hongkong on Monday morning, he found both typist and typewriter missing, and as a result of subsequent inquiries, the two defendants were arraigned on the charge of larceny. After hearing the evidence his Worship sen

tenced the first to three weeks' imprisonment and discharged the second.

# WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report :-On the 6th at 12.25 p.m.—The barometer has fallen over N. China, and risen slightly at most of the other stations. The depression, which may be slowly filling

up, appears to be almost stationary to the S. or S.E. of Formosa - The high pressure area remains central over the continent to the North of the Yangtze. N. and N.E. gales will continue in the Formoss Channel and the N.E. part of the

Hougkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches. The forecast for the 24 hours ending at noon

to-day is as follows :--Hongkong & Neighbourhood { fresh; fair. Formosa Channel ... N.E. gales. South coast of China between ) Hongkong and Lamocks | strong. South coast of China between Same as No. 1. Hongkong and Hainan...

#### MARINE COURT.

BURNING OF THE S. S. "HANKOW".

A court of inquiry to investigate the circumstances connected with the burning of the British steamship Hankow sat at the Marino Court yesterday. The inquiry was held at the request of Captain Branch, master of the Hankow. The court had for its membersmagistrate; Lieut. H. Butterworth, H.M.S. Tamar, Mr. Pdward Bodham, master of the British edigmuship Ameica,

The letter from Captain Bravel, edling to the inquiry and the authority from H.E. the Govern r for calling the's ourt were read -

A The President said he proposed as the veyage. from Cantan was uneventful the the Coart should make searching inquiry, firstly, but of the conduct of the officers after the fire was reported, secondly, into the fire arrangements : of the so. Hankow, thirdly, into the stowage of eargo on river stemmers; and, fourthly, into the general fire arrangements of river sterm is a with a view to making suggestions thereon.

Captain Branch, the first witness; having described the voyage from conton on the night of the 13th October, said that after making fast at the wharf about ten minut spist three, the two watchinen came farming at my the starboard. alloyway and reported that there was a line aft. To the chief officer he remarked "Clome, along that's see what's the matter." They took two fire backets with them; and, on going aft, found the Chinese passengers crowding the gangway, both on the upper and lower decks . Argiving on the main deck he saw the fire coming up from the midst of a pile of matting-both flames and smoke. He ordered the chief officer to couple ap the steam hose situated on the engine room casing. Witness remained below with the watchman and endeavoured to pull some of the matting down To got at the fire. Meanwhile the fire was spreading rapidly and he ordered the watchmen to remain there and regulate the passengers' and get them ashore quickly or This was at the main deck entrance. Spring the rapidity with which the fire was spreading witness went on the upper deck to get the hose down quickly, On the shade deck he met the chief officer who reported that the engineers had been driven out of the engine room by the smoke and were unable to start the steam pump. Witness told him to couple up the after hand pump, and noticing the chief enginer emerging from the engine room, he asked him if it were possible to give them steam for pressure. The latter replied that it was impossible because no one could go near the engine room. Witness saw two lady passengers forward. They were very frightened. He went up to them and they asked if there was any danger. He told them there was and put them on shore. Returning to the ship, he noticed that nearly all the first class Chinese passengers had left the ship. On gotting down to the fire, he found the flames had spread so rapidly that the whole of the upper deck was on fire, shutting off the approaches to the wemen's quarters on either side. The gangway was blocked with Chinese and he endeavoured to hasten their going ashors and prevent undue panie. Witness could not get ashore for the crush there and had to go on the upper deck, satisfying himself on the way that there were no passengers in the saloon. The fire had penetrated as far as the ladies' saloon on the upper deck and finding it was hopoless to remain on deck he forced his way ashore. He returned immediately in the hope of saving his papers but without success.

By the Court-How many passengers do you think went ashore on the arrival of the vessel and before the fire was reported?-About 100

Is it customary for the passengers, to remain on board !- Yes.

Witness added that there was a constant stream of Chinese passengers using the three "gangways from the time they made fast.

What are your fire a rangements when alongside the pier? How many pumps do you w rk?-It depends on the steam. There will always be sufficient to get pressure through the hose to cope with any ordinary fire, assisted by two Gossige's pumps with-lengths-of-hose sufficient to reach any part of the ship.

Do you ever consider it necessary to exercise your crew at fire stations?-No : it has never been done.

Have you any printed fire instructions in any conspicuous place on the vessel ?-None.

How do your expect your crew or officers to have any intelligent co-operation in the even of fire?-We carry a Chinese crew of 14. They are constantly changing, and we have strange hands on every trip. It would be extremely difficult to train men. In this instance they all left the ship in a body.

Surely you carry officers who do not change?-The second officers are changing every two or three months. Sometimes they only remain a week, being transferred to outside steamers.

The Harbour Master I see the difficulty But surely it would be possible to have 15 minutes' practice a week.

But what do you say to the question as to obtaining intelligent co-operation?—The officers are constantly in touch with the crew who are accustomed to use the hose.

And you think they would have sufficient cooperation to deal with a fire?—Yes.

Was it possible for any stowaway to get on; -the top-of-the-matting unnoticed and by carelessuess cause this fire?-Yes.

By Captain Beetham-When you sent for the hose did it ever arrive?-No.

How many steam connections could you get in the event of fire!- We could couple up three connections.

What became of your Chinese crew?-I did not see them again till after the fire.

drilled at fire stations as is customary in deep he had been eighteen months on the ship. water ships that they would have been of | He was in the engine room when the fire alarm any assistance to you in this particular was given and he acted on the orders of the instance ?- I don't think they would.

a bugle sounded for them to fall in and impossible to enter the dynamo room. He they knew they would be dism issed if they escaped through the stoke hole to the upper Lieut. C. W. Beckwith, B.N., stipendiary did not, do you think that would have any deck and went on shore, the ship being in flames. effect? No.

British steamship Empress of Ladia; Mr. fire alarm and the crew understood they would stations on board, noither had his seen any fire Collin Harmah, British steamship Sama budismissed if they did not fall in, would they drill. Morena; and Mr. C. J. Mattock, master of the base done so ?-No; in this instance I don't | Thomas Nesbitt, third engineer, said he had think they would,

> berte less hip? No. I consider the lights provided about three provided He coturned to his ed are sufficient. The loss of life was caused by from to save his papers, but the second mate have been lest.

> H. W. Holmes, chief officer, wild be was: talking to the captain at the forward gangway. on the saloon dark when the fire was reported. Both the captain and be ran aft to see where the fire was a tosted, and when they as rived at the after end of the main deck where the matting was stowed, he saw the blaze from the Not on that ship. matting, about eighteen inches from the upper deck. The captain told him to couple up the fire He ran for the key and inade, arrangements to get steam. Meeting the engineer, he had confused the Hankow with some other ship: followed him down to the engine room with the infention of using the fire branch which was situated on the outside had been done for years. There was no special of the engine room easing on the lower deck. On opening the engine room door a vast quantity of dense smoke rushed through. Hythen made his way with the hose to the small pump on the after and of the saloon deck. On his way along the saloon deck he met a Chinese sailor whom he took with him to help with the hose, but on reaching the after part of the Chinese first class saloon they could get no further owing to the heat and flames. From there is went forward to the first class saloon to see if he could render assistance to any passengers still on heard. Finding not one there and realising it was hopeless to remain on board he went on the wharf to assist with the hese-There were no printed fire instructions on board

ship in a case of fire or otherwise a tosea. No. Lieut. Butterworth-Were all gangways made available for the use of the Chinese passengers and if so about how long after the fire was first reported?-The gangways were all in position about five minutes before the fire.

"Could all the Chinese passengers use the first class gangway? - Only the first class Chinese passengers could use the forward gangway. The lower deck passengers could not.

By the Court—No body was there to say, "you shall not use this gangway.'

Walter Roynell, second mate of the Hankow, said he was going to his room when the fire was discovered. He noticed semething unusual in his room and on going out met the first officer who was frying to complettip the fire hose. This was about three o'clock in the morning. Witness corroborated as to the position of the fire and stated that after looking at the first class saloon to see if any passengers needed -assistance, he proceeded to his room to get his papers but found it impossible to enter. Afterwards he went on to the wharf to assist with the hose. Witness was asked similar questions as t firearrangements on board the Hankow, and said he had seen a printed boat list on the ship but could not remember where.

By the Court—Are there special precau tions for the stowing of mattings on the passonger deck F-As far as possible we try to stack it up to prevent passengers getting at it. Captain Beetham-What boat did this list | done by constant practice with the crew and appoint you to ?- I think it was number three. Cuptain Beetham-The list was not of

inquiry we consider that everything was done J. D. Christie, chief of gincer of the Hankow said he came out with her in 1874 and rejoined and officers under the circumstances. Thereher in 1883. They stopped stoking 20 minutes before reaching the wharf and allowed the fore the Court absolves the master and officers fires to die out. That would permit them from all blame. to have sufficient pressure on the fire mains. At 3,30 he could give forty pounds of pressure through each of the three nozzles. The electric lights were switched off about fift en or twenty minutes after making fast, because that was long enough l to enable the passengers who wished to leave the ship to get off. Asked similar questions as to fire arrangements on board, witness replied that they had no fire drill. With regard co-operation between the engine room and the deck, steam was always available for pressure. When there were no fires lighted the hand pumps would be used.

How would you receive a message !- There is a speaking tube from the bridge but the messages are usually sent by messenger. What happened when you went down to connect the fire mains?--I was nearly overcome with smoke and had to return back. I told the captain it was impossible to start the pump

By Captain Beetham-The firemen had been there a long time. Some of them make the ship their home.

They know everything about the ship ?-Yes. happened so quickly that little could be done. The Court then adjourned for tiffin.

On resuming,

Robert Thornburn, second engineer or Do you think if the Chinese had been | board the Hankow, was called. He said first engineer to switch on the electric By the Court-Do you think if there was light but the smoke and flames made He assisted the firemen on the wharf with the

been on the Hankow about three years. He was Captain Mattock Don't you think it in his bunk when he was awakened by an would be advisable with pass organism board to unusual noise; and, on gaing out, barried keep your el cericlight lymning until they had blue live had broken out. This was the presencies hanging on to their luggare, told him it was impossible. The whole of the If they had left their largence not a life would ship was on file and he made his way to the

Do you know of any fire arrangements? Yes, there are discharges below.

As long as there is steam up? Yes. Have you over soon a printed boat list which would convey to you what boat you would go to me the event of the ship being abandoned !--

Captain Branch, re-called, said there were no print d boat list on board the Hankow. thought the second officer, who said there was. There was nothing unusual in carrying store braid or matting on the passenger deck. It precaution in carrying such matting except to stack it up and prevent passengers getting on

the fire started  $P\cdots$  No. As far as you know there was only one fire?

Lieut. Butterworth-Is smoking allowed on

that deck on which the matting is carried?-It is impossible to prevent it:

The finding of the Court was, after a brief deliberation, read as follows: We find that the British steam ship Hankoic, of which Bonjamin Branch is the master, left Canton on the 13th of October at 6 p.m. and after an uneventful passage made fast to her proper pier. The Ha kow's cargo consisted of raw silk and straw. By the Court-How do you expect to get any | matting. The straw matting was stowed amidis telligent co-operation with the remainder of ships on the passenger deck aft. The Hankow your crew if you have no fire routine ?-I should | carried on this trip 7 Europeans as passengers, 950 respect to direct the operations myself. The Chinese and 61 crew. That at 3 a.m. the ship men are always changing. There are never the was made fast alongside her pier and then same people there from one week's sud to certain passengers went on shore, although the greater part of them were remaining on board Have you any stations muldoont for abandoning as is customary, until daylight. That at 3.7 a.m. the alarm was first given of fire amongst some straw matting stowed aft on the passenger deck. Strenuous efforts were then made by the master and to get at it and put it out, using buckets pending the arrival of the fire hose driven off the main boiler but without success owing to the tremendous amount of smoke which found its way into the engine room making it impossible for any one to remain down there. That the vessel was well found in fire appliances, numps etc., which were constantly exercised for washing or their nominees of 55,200 fully paid-up shares decks. That the master and officers did all in their power to save life and, property but owing to the rapidity of the fire and the fierconess of the flames without much success. That the Fire Brigade turned out smartly and rendered every assistance supported 'a naval pump under Lieut. Anderson of H.M.S. Flora. That we, the court, are of strong opinion, as a precautionary measure, that all cargoes of light texturesuch as straw braid or matting, when carried should be so stowed under hatches or blocked off or rerected off in such a way as to be impossible of access by any passengers. Also we consider that the ordinary fire arrangements and bont statious\_should be hung up on a printed\_form. in some conspicuous part of each vessel in these river steamors and the fire arrangements should be exercised and logged once a week, so that in the event of fire some successful effort

#### NATIONALIZING KOREAN RAILWAYS.

might be made to cope with it on board.

This, in the opinion of the Court, can only be

would take some fifteen minutes weekly if

properly organised. We deploye and regret the

immense amount of life lest, but after searching

The terms on which the State is to take over the Korean railways which are not yet in its possession have now been fixed. These lines are the Scoul-Fusan and the Scoul-Wiju states the Japan Mail. In the case of the former road there is no schedule of profits which can be taken as a basis for determining the purchase price. Therefore the method pursued has been to assume 6 per cent as a fair return on the capital invested (15 million yea) and to multiply this by 20 so that purchase price becomes 18 million yen. the case of the Seoul-Chemulpo line, the method of calculation has been the same as that adopted with regard to railways in Japan proper, namely, to multiply the average nett profit by 20. results a figure of 4,023,352 yen, so that the Treasury's total outlay will be nominally 22,023,352 yen. But from the price of the Seoul Chemulpo line there have to be subtracted two items, namely, the sum defrayed by the Government originally to obtain possession of the line, which was then in the hands of American capitalists, and the cost of bridging the Milyang River, which work was done officially. Making these corrections, the total to be actually paid over will be 2 016.892 yen. Did they help you at all ?-Yes, but the thing | This means that for each share (30 yen paid up) the holder will receive 39.30 yen (namely, 40 ven minus an expense of 70 sen in connection with winding up the companies).

SIR CHARLES DUDGEON.

Over a hundred members of the China Association and their guests attended the far well dinner to Sir Charles Dudgeon at the Shanghai Club. The N.-C. Daily-News refers to the home-going gentleman as the most conspicuous and respected citizen for some years past. He has achieved distinction in all directions during his thirty years at Shanghai. Sir Charles Dudgeon come to the Far East in 1876 at the age of twenty-one, and was for long connected with the firm of By Lieut. Buttorworth-Suppose you had a hose. Witness stated there were no fire | Bort & Co. He has done much to promote the welfare of Chain merchants, and was chairman of the Chamber of Commercs and of the Shanghai branch of the China As oc ation, and his opinions were always regarded as weighty. Our contemporary says .- " The recent reinvigoration of the China Association lat Home due in part as it has been to the work of Mr. Gundey, has been also in large measure. due to the prompting from Shanghai, and it is no secret that Sir Charles Dudgeon has hopes of infusing yet more energy into the body which alone can claim to represent with any degree of force the united voice of British trading interests in this part of the world," With all his concern for British interests wir. fri nd to the Chimese, . He took a prominent part in drawing up the lines for a commercial entende as indicated in the Mackay Treaty. In other ways Sir Charles has shown his desire to improve Anglo-Chines · friendship, notably as chairman of the Executive Committee of the International Institute, now after long years of patient' embayour, beginning to exercise an influence in the land. damaging competition with similar ex-

#### SHANGHAI DOCK AND ENGINEED ING CO., LIMITED.

EXTRAORDINARY GENERAL MEETING, An extraordinary general meeting of this company was held on Nov. 1st for the purpose of considering a proposal which had been made by thirty-eight shareholders for the formation of a Wharf and Godown Company to acquire the Old Dock property and part of the property between the Cosmopolitan and

International Locks Mr. E. Jenner Hoggs proposed that t Directors be authorized to dispose of the property to a new company to be styled "The --- for the consideration that each shareholder in the Shanghai Dock and Engineering Company, Ld., receive one fully paid up share develop this valuable property in such a way of the value of Tis, 25 in such new company for each share held by him in the Shanghai Dock and Engineering Company, Ld.

—The resolution was seconded. Mr. F. E. Taylor-The promoters of the scheme to be submitted to you to-day have been informed that the wording of the resolution, as read to you, does not sufficiently safeguard the interests of the shareholders in the Dock Company; and as it has been taken in hand for your benefit, they have had it amended by a lawyer, and have deputed me tomove it, as redrafted, in the form of an amendment to the original resolution. I, therefore, beg leave to propose the following amendment: -

That resolution No. 1 shall read: "That the Directors be and they are hereby authorized to dispose of the property known as the Old Dock situated in Hongkew and of part of the property situated between the Cosmopolitan and International Docks as lately advertised in the public Prese to a limited company to be incorporated under the Hongkong Ordinances with a capital. of Tls. 1,780,000 in shares of Tls. 25 each and having for its principal object the construction of wharves and of godowns on the property to be sold, and the carrying on of the business of wharfingers, and that the consideration for such sale shall be the sum of Tls. 1,380,000 to be satisfied by the allotment issue to this Company in the capital of such proposed new Company. I may mention here that the second resolution regarding the reduction of capital will not be moved, as we are advised that it is unne

cossary and premature at this stage. It concerns a matter which may be left to the Directors, and which it would not be convenient to deal with until the arrangements with the new Company are satisfactorily completed. Before saying anything regarding the amended resolution. I wish to correct certain misconcentions: I might almost call them wilful mis-statements, which have been current lately. It has been said that the scheme now to be proposed has been invented by certain speculators for the purpose of influencing the market; that it is not intended to materialize; that if it does materialize it will not pay; and that even if it -pays-you-can-expect-no-return-for-at-least four years. Every one of these statem ats is untrue. The scheme owes its inception to Mr. . M. Marshall, and has been clab rated by him. in consultation with some of the keenest business men in the place. Since his election to the Board, Mr. Marshall has been very notive in our interests, and as his own business has made him aware of the pressing need for more facilities for the discharge and storage of cargo, he has conceived the idea of benefiting the shareholders of this Company by showing them how they can nake a profit supplying that need. If you pass the amended resolution the scheme will rapidly take concrète form, and I shail shortly

that could be done to save life by the master lay before you figures showing that there need be no fear of failure. Above all things I wish to make it clear that this is an honest scheme. Past experience may have made you a little shy of "definite offers" and the like, but I beg to assure you that this scheme has been taken in hand with the object of benefiting the shareholders of the Dock Company and that no one else will make anything out of it. There is another point I wish to touch on. The letter signed by thirty-'eight shareholders was a preliminary proposal intended for the information of the Directors, specifying the business to be transacted at this meeting, as required by paragraph to of the Article of the Association. It was not intended to be circulated as an offer to the shareholders, nor to be considered as the definite form of a resolution to be submitted at this meeting. Since the letter was sent in, the promoters of the scheme have been hard at work considering way and means. The first idea of offering alternatively cash or scrip has had to be abandoned, in order that the debonture money may be more easily raised. But you will understand that the scrip offered is of higher face value than any cash offer could have been under present circumstauces. Now, Gentlemen, you are aware that we have certain valuable property that practically gives us no return. The passive policy of letting it alone with the idea that it would increase in value for it in the past, but we consider that the time nature. So much potential wealth must not be and it would be altogether unressonable if one desire to develop our property in the most profitable way were give rise to antagonism or to the

# PHOTO SUPPLIES

DEVELOPING AND PRINTING FOR AMATEURS UNDERTAKEN.

ENLARGEMENT A SPECIALITY.

LONG. HING & CO.. s. No. 47, QUEEN'S ROAD.

# GUINNESS'S EXTRA STOUT. "BOARS HEAD" BRAND.

UNSURPASSED FOR QUALITY AND CONDITION.

FRAHEL VERY PINEST PRODUCTION of the Colobrated Brewery of Messes, Ag GUINDES: Sox & Co., Lo., Dublin.

PER CASE 4 Doz: Qrs.

SOLE AGENTS:

isting institutions. There are three ways

in which this property might be dealt with,

Under happier circumstances it might be used

in the extension of our present business;

Int. conditions I need not enlarge upon do

not encourage this plan; besides, we have

other land available for that, ve might sell

it outright for cash if we could secure a

suitable offer. There are these who are

anxious to obtain the property at their own

figure, and who think that by waiting long-

enough they will succeed. In this I hope you

will show they are mistaken. They would only

purchase to make a profit out of the deal

and it would seem the wisest plan to dispose

of it to ourselves and make the profit ourselves.

This is what eis intended by the scheme

submitted to you to-day. It is proposed to

that the shareholders of the Dock Company

will get the full benefit without being called

upon to put their hands into their pockets

And this is the way it is proposed to carry out

the idea. A new Wharf and Godown Com-

pany, entirely separate from the Dock Com

pany, will be floated with a capital of 'Ils.

1 780 000 in 71,200 shares of Tls. 25 each. 55,200

fully paid-up shares will be allotted to the

Dock Company, and will represent a payment

of Tls. 1,3-0,000 for the Old Dock and for 110

mow of waste land between the Cosmopolitan

and International Docks. The remaining

18,000 shares will not be issued until the husi-

ness of the new Company justifies or demands

more capital. The actual cash for developing

the property will be provided by means of 7 per

cent debentures to the amount of Tls. 1, 20,000

to be issued as funds are required; and

the placing of these debentures will be the

work of the Committee to be nominat d by you,

I am authorized to say that once you have

given the Committee the necessary anthority.

there will be no difficulty in this matter. The

first question we have to ask ourselves is

whether the amount to be raised by debenfures

will be sufficient to develope the property.

One thing you may be sure of; if we do

H. PRICE & CO..

WINE MERCHANTS, TELEPHONE NO. 135.

12, QUEEN'S ROAD CENTRAL.

THE

# ROBINSON PIANO CO.. LTD.

BUILD

THE MOST SERVICEABLE

# PIANOS

FOR THIS CLIMATE.

THEY ARE

#### CONSTRUCTED SOLIDLY

AND ALL PARTS THOROUGHLY SEASONED AT OUR FACTORY HERE.

> PRICES FROM \$390 CASH OR CREDIT.

HIRE FROM \$10 PER MONTH.

Hongkong, 22nd August, 1906.

Three independent sets of estimates have been drawn up, and we have selected figures rather excess of the highest so as to be on the safe We find that Tls. 400,000 will cover the will do so and will make the profits we cost of building six four-storeyed godowns on ought to secure for ourselves. An argument the Old Dack property, fully equipped with against the scheme is that the shareholders electric lifts, electric light, water supply will raise antagonism in certain quarters and hydrants, etc., as well of partially filling alienate business from the Dock Company. the Dock, leaving a space for This reems rather far fetched, as the business lighters to enter and discharge The ex- of the Dock Company depends on a managenenditure on the Cosmopolitae property will ment which gives good work for reasonable be Tls. 600,000; and will provide six four- prices and shows a proper energy in securing storeved godowns, together with wharves, rails. intronspe. Moreover, by advertising the land trucks, cranes, lifts, etc. This makes a total for sale the Directors have shown that they expenditure of Tls. 1,000,000 and leaves us with recognize the advisability of disposing of it. Tis. (22 (14)) for interest and contingencies, and the use we prepose to put it to is probably The next question to be considered is whether what any purchaser would do with it the enterprise will pay, and I may say that we Further, doubts are expressed as to have already received assurances of a consider- whether the debenture money can be able volume of business. In the Ol | Dock we raised and about the payment of the shall have storage space for 27.00,000 cabic interest. The answer is that inquiries have feet of cargo. The current-r-to for storago made it clear that the Committee will be able to appears to average over our and a half tool get what is wanted, that we shall shortly be able cents per cubic foot. I admit that this is a to pay the interest out of earnings and that we rough approximation. Charges are made by shall have ample funds to meet the interest the picul, ca-k, case, bale, cubic foot, etc., but I before that time arrives. You must not be led assume that they all bear some relation to the away by the wild talk indulged in by interested snace occupied. I have here a list of parties who say that nothing can be carned for charges, and judging from the rates per at least four years. The Old Dock property cubic foot, the average I have taken seems should be completely developed in twelve or at fair. Now assuming that our space is only half most fifteen months, and eighteen months will coupled and that the rate is only three quarters be sufficient to develop the property on the other of a task cent, the Old Dock property side. I am told that we can begin to earn should earn Tls. 121,500 per annum. On something before everything is completed. The the other side we shall have storage space objection that if we wait longer we shall get for about 3,600,000 feet, which on a similar more for the land appears to me particuarly basis of calculation should carn Tls. 162,000 futile. The result of offering the land ner annum, or a total for the two properties for sale shows that the present offer is of 1ls. 283,500. As the working expenses favourable, and it would be foolish to wait an would be more than covered under ordinary indefinite period in the hope of getting an extra circumstances by the dues paid by steamers, lakh or two when we can send up the value of and by the storage in the open of coal, timber the property immediately by developing it, and old iron and other cargo, this would be earn a handsome dividend into the bargain. sufficient, after paying the interest on the You must not forget that capital at 7 per cent debentures, to allow a dividend on the shares doubles itself in about ten years, but there is no

of over 14 per cent. This, Gentlemen, is prospect of our land, if left undeveloped, inthe scheme we propose for the development creasing in value at that rate. I wish strongly of part of your unremunerative property, and to impress upon you that if you pass this resoluit rests with you to decide whether you will tion you will simply authorize the proposed ranction it. It will deduct nothing from the Committee to carry out the project if they find dividends you receive from the Dock Company, it feasible. Without your authority they can as the earnings of the Docks will not be do nothing : for instance, they cannot make lessened. Giving up the Old Deck will be a arrangements for placing the debentures. We saving, not a loss of income, and the 110 pledge ourselves that at the Confirmatory Moets mow of land on the other side brings you ing the Committee will present a full report in nothing. On the other hand the scheme in which they will inform you whether the promises a handsome dividend which cannot be estimates of expenditure are within the earned under present conditions. The criticisms mark, whether the profits expected are likely of the scheme that I have heard can be easily to be realized, and whether the debenture money disposed of. There are still people in Shanghai can be raised without any difficulty. If you are who do not realize the pace at which the trade not satisfied with the report, or if in the meantime of the place continues to grow and they argue a better offer has been received, you need not that only the unusual conditions of the past year confirm your decision of to-day and you will are responsible for the large profits lately made have lost nothing. On the other hand, if you in godown business. They forcet the number pass the resolution, you will obviously be in a of men, by no means foolish, who have considered much stronger position for dealing with any it to their advantage to erect godowns in various offer that may come along. There is some

parts of the Settlement, and they forget the vague talk of expected offers, and you will make influence likely to be exercised by the work of it clear that they must be better than Tls. the Conservancy Board and by the extension of 1,380,000. In other words you start competition every year may have had something to be said the railway. Neither do they seem aware of the which is healthy, and under any circumstances difficulties at present experienced by shipowners the report of the Committee will be an excellent has come to do something of a more active in finding accommodation for the discharge and advertisement, as it will show what can be done storage of cargo. Judging from the past and with your property. Gentlemen, we are passing looking to future expansion, it seems a safe through hard times. Our shares show a serious prophecy that your property, if developed as depreciation and our dividends have fallen. It is

suggested, will double in value within ten years. time we did something to help ourselves by (Continued on page 5.)

THE MANAGER. Orders for extra comes of DAILY PERSE should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Telegraphic Address: Parss, Codes: A.B.C., 5th Ed.

P.O. Rox; 33. Telephone No. 12.

#### NEW ADVERTISEMENTS FOREMAN COMPOSITOR WANTED.

ANTED a Capable, and Experienced

COMPOSITOR to act as FORE. MAN of the "Dathy Press" Job Penting Department: A good knowledge of English and ability to make up Pages escential. Apply in first instance by letter with testi monials to-

MANAGER. : Duily Press. Hongkong, 7th November, 1906.

DE M. C. VIEIRA-RIBEIRO, AUCTIONEER,

TAAVOURED with instructions, will sell by PUBLIC AUCTION, TO-MCRROW (THURSDAY), the Stl. it st., at his SALES FRIAKE NOTICE that a COMMISSION ROOM, at No. 8A Queen's Road Contral, at 2.30 P.M., the sale to be continued on SATUR-DAY, the 10th inst., at the same hour, A GRAND AND VARIED COLLECTION OF JAPANESE CURIOUS AND GOODS

SUITABLE FOR CHRISTMAS AND NEW YEAR'S SOUVENIRS, Combrising: -- SATSUMA, CLOISONNE. MATKUZU, BRONZE, IVORY cand LACQUERED WARE, SILK EMBROID-TERED SCREENS, CUSTMONS and TABLECOVERS, WALL HANGINGS, KAKÎMONOS, CUT VELVET PICTURES. WATER COLOURS, FRAMES, PIC-

TREMS:—As usual. Catalogues will be issued and Goods now on Hongkong, 7th November, 1906, [2053] COMPAGNIE DES MESSAGERIES

MARITIMES. FOR SHANGHAL KOBE AND.... ∴ ҮОКОНАМА.

FINE Company's Steamship

TURES, &c. &c

"EBNËST SIMONS." Captain Bourdon, will be despatched for the above Ports on or about MONDAY, 12th inst. For Freight or Passage, apply to G. DE CHAMPEAUX,

Hongkong, 7th November, 1996 KOWLOON ERICKET

## GRAND PROMENADE

CONCERT " TO BE GIVEN IN THE . KOWLOON CRICKET CLUB ENCLO-SURE, Austin Road, Kowloon,

On' SATURDAY, 10th November, at 9 P.M.

Admission 31. Tickets to be obtained from MEMBERS or at the GATES. BEST LOCAL TALENT SECURED.

Hongkong, 6th Nevember, 1906: 2050

HOPKINS' BUTCHERY, SHANGHAI IS now prepared to Supply its Patrons in Hongkong during the Winter Months

WITH GAME, GAME PIES, PORK PIES. BRAWNS, SAUSAGES, FRESH and CORNED BEEF. Orders will be carefully and promptly. attended. Shanghai, Ist November, 1906.

THEDIRECTORY AND CHRONICLE FOR 1906.

Complete Edition ... ... ... \$10,00 Small .. .. .. .. 6 00 Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

# INTIMATIONS

BANK HOLIDAY.

I N accordance with Government Notification No. 912 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on FRIDAY, the 9th November; the anniversary of the BIRTHDAY OF HIS GRACIOUS MAJESTY KING EDWARD VII. Hongkong, 6th November, 1906.

NOTICE.

FIGHE Dressmaking and Milinery Establish ment of MADAM JAY'S has been REMOVED to No. 14, DES VŒUX ROAD. MADAM JAY'S are just opening PARIS MODEL HATS.

NOTICE.

Hongkong, 6th November, 1996.

TT IS HEREBY NOTIFIED that FIELD FIRING will be carried out in the vicinity of Customs Pass and Sleepers Knoll, on the 6th, 7th and 8th instant T. SERCOMBE SMITH,

Colonial Secretary, Hougkong, 5th November, 1906.

THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION.

has been appointed to enquire into and Report on the following matters, viz. :--Whether the administration of the

Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the aforesaid Regulations. The Commission carnestly invite the Inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any

complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned. Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in t

been examined. By Order, W. BOWEN-ROWLANDS; Secretary.

Hongkong, 7th July, 1996.



#### DOCKYARD BISHI MATSU AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK." A.1, A.B.C., and Engineering Code Used NEW DOCK NOW OPEN. DOCK No. 3.

Extreme Length ... Width of Entrance on Top ... Width of Entrance on Bottom... 884 ... Water on Blocks at Spring Tide 341 ,, DOCK No. 1. Latreme Length ... 

Width of Entrance on Bottom ... Water on Blooks at Spring Tide .. 64 .. DOCK No. 2. Fatreme Length... ... Length on Blocks ... ... Width of Entrance on Top ... Width of Entrance on Bottom... 53 Water on Blocks at Spring Tide " 22 ... PATENT SLIP.

Fuitable for vessels up to 1,000 IME WORKS are well equipped with A LATEST PLANTS and APPLI. ANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL

A LARGE STOCK of MATERIAL is always kept on hand. The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P. epecially built for SALVAGE PURPOSES

equipped with necessary gear, always ready

Short Notice.

# NOTICES OF FIRMS

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED,

NOTICE

MATR. W. J. SAUNDERS has been Appointed ACTING SECRETARY of the above Company as from the 1st November, 1906, and until Mr. JAMES WHITTALL'S return to the Colony.

By Order of the Beard of Directors, E. W. MAITLAND, Acting Secretary. Hongkong, 1st November, 1906.

NOTICE. KXTE have Established Ourselves To-day WW under the Firm Name ULDERUR & SCHLUTER, Hongkong, as General Merchants and Engineering

T. P. ULDERUP, C. SCHLUTER. Office 1 & 2, Beaconsfield Arcade. Hongkong, 15th October, 1996.

# PUBLIC COMPANIES

CHINESE ENGINEERING & MINING COMPANY, LIMITED.

FINAL DIVIDEND of One Shilling per Share free of tax for Account of the year ending 28th February, 1906, has been declared by the Directors of the above Company. Coupon No. 7, is payable on 2nd November at the CHARTERED BANK OF INDIA. AUSTRALIA AND CHINA, and the Russo-CHINESE BANK at Tientsin and Shanghai. SHEWAN, TOMES & Co.,

Hongkong, 1st November, 1906. 12 /17 HUMPHREYS ESTATE AND FINANCE

COMPANY, LIMITED.

TABLE SHARE CERTIFICATE No. 5687 ■ for ONE HUNDRED SHARES numbered 37701 to 37800 inclusive, Fully Paidup, standing in the Rogister in the name of JAMES DOUGLAS CHRISTIE, of Hongkong, having been LOST or Destroyed, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Offices of the Company, Alexandra Buildings, Des Voux Road, Hongkong, before the 17th November, dings, a Now Certificate for the said shares will he issued and the old cortificate will thereafter he held by the Company as Null and Void. JOHN D. HUMPHREYS & SON,

General Managers. Hongkong, 17th October, 1996. HONGKONG AND WHAMPOA DOCI COMPANY, LIMITED.

respect of any matter touching which he has I THE SHARE CERTIFICATES. Nos. 1641 1643 for SIXTY SHARES far as they relate to the said premises: numbered 4637/4696 inclusive, Fully paid up, standing in the Register in the name of JAMES DOUGLAS CHRISTIE, of Hongkong, having been LOST or Destroyed, NOTICE IS HEREBY GIVEN that unless the said Certificates be produced at the Offices of the Company, Queen's Buildings, Victoria. Hongkoug before the 30th November, 1906, New Certificates for the said Shares will be issued, and the old certificates will thereafter be hold by the Company as Null and Void. THOS. I. ROSE:

> Secretary. Hangkong, 31st October, 1906 THE GREEN ISLAND CEMENT COMPANY, LIMITED.

LOST

FINE SHARE CERTIFICATE No. 4680 for TWENTY-FIVE SHARES numhered 150,026 to 150,050, Fully-Paid-Up, standing in the Register in the name of BEN-JAMIN ROPER BRANCH of Hongsong, having been LOST or Destroyed, NOTICE IS-HEREBY GIVEN that unless the said Certificate be produced at the Offices of the Company before the 3rd December, 1906, a Duplicate Certificate for the said Shares will be issued and the Old Cortificate will thereafter be held by the Company as Null and Void. SHEWAN, TOMES & Co.,

General Managers. Hongkong, 3rd November, 1906.

EDUCATIONAL. .

Engagement. Usual English Subjects and Fluent French. -- Apply-- "'FUITION"

Care of " Daily Press " Office. Hongkong, 30th Cetober, 1906. 1297 LESSONS IN FRENCH.

TEW and easy method of learning French in a few months, mainly by conversation by a Frenchijan. Terms very moderate. Also Lessons in English by an English Lady, Apply by letter to- B. B., Care of Office of this Paper, Hougkong, 16th August, 1905.

# **AUCTIONS**

PUBLIC AUCTION.

/ THE Undersigned has received instructions to Sell by Public Auction,

TO MORROW (THURSDAY), the 8th November, 1996, at 12 o'clock, Noon, . (FOR ACCOUNT OF THE CONCERNED). The American Steamer "YRUNA" with all her Anchors, Chains and Appurtonances, &c., (to be sold on board). As She now lies off the Cosmopolitan Docks.

PARTICULARS:-. 4 805 \*34 grass. 469 68 nett.: 190 feet.

The Engines are of the compound surface Condensing type, I.H.P. 430. For further Particulars, apply to the Under-

TREMS: -25 % of the purchase money to be paid by the purchaser on the fall of the Hammer, and the steamer to be at the purchaser's risk on the fall of the Hammer. N.B.-A Steam Launch will leave Blake Pier at 11.30 A.M. on day of Sale to convey intending purchasers.

GEO. P. LAMMERT, Auctioneer. Hongkong, 26th October, 1906.

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE: R. GEO. P. LAMMERT will offer for Sale by Public Auction,

On MONDAY, the 12th day of November, 1906, at 3 P.M., at his Sales Rooms, Duddell Street, THE VALUABLE LEASEHOLD

PROPERTY. Known as No. 11, LOWER LASCAR ROW standing on the Piece or Parcel of Ground registered in the Land Office as the Remaining Portion of Section B of Inland

Lot No. 70.

The following are the Particulars:-All that Messuage or Tenemant known as No. 11, LOWER LASCAR ROW standing on all that Piece or Parcel of Ground, situate at Victoria in the Colony of Hongkoug, and registered in the Land Office as the Remaining Portion of Section B of Inland Lot No. 70 hold for the residue of a term of 75 years and for a further term of 924 years created therein by a Crown Lease and Indenture of Extension of Inland Lot No. 70 respectively dated the 18th day of July, 1845, and the 23rd day of March, 1860. Sabject to the payment of the due proportion of the annual Crown Ront and to the observance and performance of the Convenants and Conditions contained in the said Crown Lease and Indenture of Extension so

Monthly rental \$56.00 exclusive of taxes. For Further Particulars and Conditions of Sale, apply to Messrs. BRUTTON & HETT, Solicitors for the Vendor, and to Mr. GEO. P. LAMMERT,

Auctioneer. Hongkong, 25th October, 1906.

FOR SALE

FOR SALE WOODEN LIGHTERS.

Depth Capacity - - - 320 tons. Complete for delivery within 5 weeks from Plan, Specification and Particulars from

C. E. WARREN & Co., 30, Des Voeux Road, Contral, and HOO CHEONG WO & Co., 51 & 52. Connaught Road, Central. Hongkong, 6th November, 1906. [2019]

FOR SALE OR HIRE.

TEAM LAUNCH 14 Tons Registered 62 feet long, in Very Good Condition. Apply to-CARLOWITZ & Co. Hongkong, 2nd November, 1906.

FOR SALE, CHEAP.

ANE Set TRIPLE EXPANSION ENGINES with Shafting and Propeller: Complete, in Good Order and Condition. Cylinders 23", 37" and 60" Stroke, 3 ft. 3 ins. Builders: MUIR and HOUSTON, Glasgow. For full Particulars and Price, apply to-WILKS & JACK. Consulting Engineers, Victoria Buildings, Hongkong. Hongkong, 26th October, 1906.

### BANKS

THE TOROHAMA SPECIE BANK LIMITED. ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 24,000,000 CAPITAL PAID-UP ...... 31 21,000,000 CAPITAL UNCALLED ..... 3,000,000 RESERVE FUND...... 13,700,000

HEAD OFFICE-YOKOHAMA.

BEANCHES AND AGENCIES. Tokyo Negasaki Kobe Osaka New York Honolulu London Bombay San Fral sisco Tientsin Newchwaue Pelcing Shanghai Mukden Chofoo. Dalny Tie-ling Port Arthur

"LONDON BANKERS. Par London Joint Stock Hank, Limited. PARR'S BANK, LIMITED. THE UNION OF LONDON AND SHITHS BANK, LIMITED.

RONGKONG-INTEREST ALLOWED. On Current Account at the rate of 2 per cont per annum on the daily balance. On fixed deposits for 12 months 5%, per snuum TAKEO TAKAMICILI,

Hongkong, 22nd September, 1906. [613]

TEDERLANDSCHE HANDEL-MAATSCHAPPIJ. (NETHERLANDS TRADING SOCIETY). ESTABLISHED 1824.

PAID UP CAPITAL FL.  $45,990,000 \; (£3,750,000)$ RESERVE FUND ... FL. 5,000,000 (£417,000)

HEAD-OFFICE IN AMSTERDAM. HEAD-AGENCY: BATAVIA. Branches: -Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon,

Togal, Pecalongan, Pascercean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-(Acheen) Telek-Semawe, (Acheen) Bandjermasin. Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy

Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c. LONDON BANKERS: -THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description. INTEREST ALLOWED.

On Current Accounts 2% per annum on daily Fixed Deposits 12 months 41% per annum. 3 do. L. ENGEL, Agent.

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATION BY ROYAL CHARTER, 1852 HEAD OFFICE-LONDON.

RESERVE LIABILITY OF SHARE-

INTEREST allowed on Current Account atthe rate of 2°/, per annum on the Daily talances On Fixed Deposits for 12 months 4 per cent T. P. COUHRANE,

Manager, Houghoug, toth May, 1906.

THE MERCANTILE BANK OF INDIA, LIMITED. AUTHORISED CAPITAL .....£1,500,000 Subscribed ...... 1,125,000 

RESERVE FUND...... 135,000 LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts at the rate of 2"/, per minum on the Daily balance

ON FIXED DEPOSITS :-For 12 months..... 4 % 6 - , 3½% 21 97 E. ORMISTON, Manager.

FEUTSCH-ASIATISCHE BANK. CAPITAL FULLY PAID UP...Sh. Tack 7,500,00

Hongkone, 26th March, 1906.

HEAD OFFICE-SHANGHAL BOARD OF DIRECTORS. BERLIN.

BEANCHES: Borlin, Hamburg, Calcutta, Hankow, "Santain, Peking, Tsinanfu, Tsingtau, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers:— Koenigliche Seenandlung (Preussische | BRANCHES at: Singapore, Sourabaya, STAATSBANK) Berlin.

DIRECTION DER DISCONTO-GESELLSCHAFT DEUTSCHE BANK S. Bleichroeder BEPLINER HANDELS-GESEÌ LECHAFT BANK FUER HANDEL UND Industrie ROBERT WARSCHAUER & Co. MENDELSSOHN & Co.

M. A. VON ROTHSCHILD &

Frankfurt a/M. SORHNE JACOB S. H. STERN NORDDEUTSCHE BANKIN HAMBURG, Hamburg. SAL OPPENHEIM, JB., & Co., Koeln. BAYERISCHE HYPOTHEREN-UND WECHSEL-BANK. MUENCHE.

LONDON BANKERS: Messra. N. M. ROTHSCHILD & SON: THE UNION OF LONDON AND SMITH'S BANK, LIMITED. Unutsche Bank (Berlin), London Agenor DIRECTION DEH DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted. HUGO SUTER;

# BANKS

THE BANK OF TAIWAN -LIMITED (INCORPORATED BY SPECIAL IMPERIAL CHARTER

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HEAD OFFICE: TAIPEH, FORMORA. BRANCHES AND AGENCIES: <u>Amoy</u> Kaba Tainan Anning Nagasaki Tameni Foochow--l'okio Osaka---Keelung Shanghai Yokohama

HONGKONG OFFICE: 3. DES VŒUX ROAD. Interest allowed on Current Account Deposits received on terms which may be learned on application. D. TOHDOW, Manager,

Hongkong, 1st July: 1906. CORPORATION.

Fiscal Agents of the United States in China the Philippine Islands and the Republic of Panama.

CAPITAL AND SURPLUS Authorised ... ... Gold \$10,000,000 CAPITAL PAID UP ... ... Gold \$3,250,000 RESERVE FUND ... ... Gold \$3,250,000 HEAD OFFICE: New York,

LONDON OFFICE: Threadneedle House, E.C. Branches and Agents all over the World LONDON BANKERS: BANK OF ENGLAND. NATIONAL PROVINCIAL BANK OF ENGLAND

LIMITED. THE CAPITAL & COUNTIES BANK, LIMITED. BRANCHES and AGENTS all over the World,

The Corporation transacts every description of Banking and Exchange business, receives money in Current Account at the Rates of 2% per annum on Daily balances and accepts Fixed Deposits at the following rates: For 12 months 13 per cent. per annum.

No. 9; Queen's Road, Central, Hongkong. . H. PINCKNEY. Manager. Hougkong, 17th October, 1906. 1961

TY ONURONG A SHANGHAI BANK-ING CORPORATION

PAID-UP CAPITAL ......\$10,000,000 leserve Fund— STERLING RESERVE...\$10,000,000 SILVER RESERVE ... 10,250,000 -----\$20,250,000

RESERVE LIABILITY OF PROP'TORS \$10,000,000 COURT OF DIRECTORS. A. HAUPT, Esq.—Chairman, G. H. MEDHURST, Esq. - Deouty Chairman. A. J. Raymond, Esq. G. Balloch, Esq. R. Showar, Esq. E. Gootz, Haq. Hon.Mr.W.J.Greson, N. A. Siebs, E. q. C. R. Lenzmann, Esq. H. E. Tomkins, Esq.

D. M. Nissim, Esq. CHIEF MANAGER Hongkong-J. R. M. SMITH

ACTING MANAGER:

Shanghai-W. ADAMS ORAM. JONDOS BANKERS-LONDON APP COUNTY BANKING COMPANY, LIMITED.

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On Current Account at the rate of Two per Cent. per Aunum on the daily lalance. ON FIXED DEPOSITS. . For 3 months, 24 per cent. per Annum. For 6 months, 34 per cent. per Annum. For 12 months, 4 per cent. per Annum.

H. E. R. HUNTER, Acting Chief Manager. Hongkong, 17th September, 1906.

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DEPOSIT at 4 Per Cent. per annum. For the Hondrong and Shanghai BANKING CORPORATION. H. E. R. HUNTER. Acting Chief Manager,

SHANGHAI BANK to be placed on FIXED

Hongkong, 30th May, 1906 TATEDERLANDSCH-INDISCHE HANDELSBANK, (NETHERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000) Subscribed Capital Fl. 10,000,000 (Paid up) Reserve Fund Fl. 1,628,850.19 (£135,737)

HEAD OFFICE: 'AMSTERDAM. SUB-OFFICE: THE HAGUE. HEAD AGENCY: BATAVIA. Samarang, Indramajoo, Bandoeng and

Weltevreden. CORRESPONDENTS at: Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai, &c.

BANKERS: London : {THE WILLIAMS DEACONS BANK, LD. SWISS BANKVEREIN. Paris: COMPTOIR NATIONAL D'ESCOMPTE DE PARIS. Berlin: DEUTSCHE BANK.

Brussels: BANQUE DE PARIS ET DES PAYS BAB. Vienna: Union Bank. Rome: Banca Commerciale Italiana.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the World and transacts every description of Banking and Exchange business.

INTEREST ALLOWED. On Current Account at the Rate of 2% per annum on the Daily Balances. On Fixed Deposits: 12 months 4% per annum.

> J. BOETJE, Manager, No. 16, Des Vœux Road Central,

LICENSING SESSIONS.

THE ANNUAL MEETING of HIS MAJESTY'S JUSTICES of the PEACE which will be held at the MAGISTRACY on WEDNESDAY, the 14th day of November, 1905, at 2.30 P.M. the following Applications for Publican's and Adjunct Licences for a period of 12 months from the 30th day of November next following, under Ordinance No. 8 of 1898, will be considered.

No	Name of Applicant.	Description of Licence Applied for	Sign of House.	Situation of House.		Applicant has held a Licence II Liquor in the Colony and, if so, for how long.	Remarks
	Esther Oliver George Green M. Tchetchelnizki William Krater Isydor Silberman R. Matthacy Bernard Mayer Moritz Sternberg Isaac Samuel Greenstein	11 11 11 11	The New Traveller's Hotel  , Criterion Hotel  , Land We Live In Hotel  , Rose Shamrock and Thistic  , Globe Hotel  , Occidental Hotel  , Colonial Hotel  , International Hotel  , Central Hotel	98 and 100, Queen's Road Central 332 and 334, Queen's Road West 304 and 306, Queen's Road Central 184, Queen's Road Central 39-34, Elgin Road, Kowloon 1, Jubilee Street 318 and 324, Queen's Road Central	17 17 19 17 29 27 19 27	1 15 ,,	
10 12 13 14 14 14 14 15 20	M. A. Razack Ardeshir Bejanjee Kharas Alexander Moir Patrick Roberts Jas. Wm. Osborne Dhunjibhoy Dorabjee Harry Haynes Walter Hoppe Lewis Comar A. A. H. Wilroy Joseph Henry Newbold	Adjunct Licence	"Belle View Hotel "Thomas Hotel "Peak Hotel "Praya East Hotel "Kowloon Hotel "King Edward Hotel "Hongkong Hotel "Western Hotel "Cosmopolitan Hotel "Sailors Home "Owl Grill Room	Victoria Gap Peak  40 and 41, Praya East Elgin Road, Kowloon  3 and 5, Des Voux Road Central  21-31, Quoen's Road and 1-3, Pedder St.  90 and 92, Queen's Road West  65, Des Voeux Road  394, Des Voeux Road West  47, Des Voeux Road Central	Yes, for	16 " 4 " 8 "	
22 23 24	H. W. Slator  Hans Weismann  Tam King Kaw  Luis Manuel Lobo	,,	" New Connaught Hotel " Cafe Weismann Ld. " Shanghai Hotel " Stag Hotel	13, Queen's Road Central 34, Queen's Rd. Centl. & la Wyndham St 188 & 189, Connaught Rd. West 1st 2nd & 3rd floors	n n	8 months. 2 years. over 10 years. 13 years.	

Magistracy,

F. A. HAZELAND.

Police Magistrate.

Hongkong 4th October, 1906.

Manager.

whether they have given us any hint of what

we are to earn. I should like to ask how they

have arrived at their figures, and if they consulted any technical people. We all know

of course that Mr. Marshall and another

gentleman represent big steamship companies,

and naturally there is nothing more desirable as

far as their business is concerned but to get

more wharfage. I sympathize with them. If

we were in the same position we should want to get the same thing. What I want to know is

on whose authority the earnings of the company

are based. I have consulted some people whom

The Chairman-I call upon Mr. Taylor to

Mr. Taylor-I think Mr. Nielsen had better

Mr. Nielsen-I am sorry you will not repeat

Mr. Anderson-The figures laid before us

were by Mr. Taylor himself. They were laid

before us on the authority of Mr. Taylor, who,

under very fauourable circumstances. How

The Directors decided to leave the matter entire-

The amended resolution, proposed by M.

Faylor, and seconded by Sir Charles Dudgeon,

was then put to the meeting and declared passed

36 hands being shown in favour, and 22 against

Mr. Taylor. -- I have much pleasure in pro-

nosing the following resolution: that the

föllowing gentlemen, Messes, A. M. 'arshall,

C. R. Burkill, S. A. Hardoon, L. Bridou, H.

DeGray, and W. H. Bacham be appointed, as a

committee to carry out the above resolution.

(Mr. Taylor explained that the original resolu-

tion was intended to refer to the two resolutions,

present resolution accordingly. There were no

dissentients to this.) I wish to say that we are

quite open to accept amendments to this

resolution, or additions to it. All the gentle-

men here named have kindly consented to take

up this work, and you will see that we have

three agents of very large shipping firms, and

three pretty well-known business men. . I think

happy to accept them. We shall however be

opposed to including anyone who has voted

Dr. Gilbert Reid - I beg to propose Mr

Mr. Hogg seconded Mr Taylor's resolution.

The Chairman - I am afraid, Dr. Reid, yo

cannot put a man on the Board who has retired

offers for this property have been received?

The resolution was carried without dissent.

To soothe the Skin

smarting under the effects

of a tropical sun

MSoap!

is specially adapted. Though indis-

pensable in cases of Prickly Heat

(whence its name) and other irritation

of the skin, it is also popular for

bath and general toilet use all the year

round, being antiseptic (10% Carbolic).

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In a successful and highly popular remedy, used in the Contactal Hospitals by Ricord, Rostan, Johert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto

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short time, often a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, writation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless. Where other well-tried remedies have been powerless. Where blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much a fashion.

I age of the joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilia, &c., to the destruction of sufferers' teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly climinates every poisonous matter from the body.

I FERAPION NO. 3 nervous a xhaustion, impaired vitality, sleeplessness, and all the distressing consequences of early error, excess, residence in tot, unhealthy climater, &c. It possesses turnising some

Lot, unhealthy climates, &c. It possesses surprising power

is restoring strength and vigor to the debilitated.

THERAPION is sold by the proderivants throughout the world. Price in England 2/9 &

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quired, and observe above Trade Mark, which is a fac-

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affixed to every package by order of His Majesty's Hon.
Commissioners, and without which it is a forgery.

Sold by Principal Chemists.

Mr. S. Laurence-Might I ask if any cash

mission first. (Laughter.)

them without the name?

yourself by rule of three.

of the Directors.

Loud applause.)

against this scheme.

and is living out of the place.

Twentyman,

were received.

give the figures without the name?

y in the hands of the shareholders.

# INTIMATION.

# S. MOUTRIE & CO., LTD.,

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RACHELS,

PLEYEL,

KEMMLER

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FOR LIGHTNESS OF TOUCH, QUAL-ITY OF TONE, AND DURA-BILITY, THESE PIANOS ARE UNRIVALLED.

GUARANTEE FOR A `TEST YEARS WITH EACH INSTRU-GIVEN Inspection Invited. MENT.

SOLE AGENTS: S. MOUTRIE & CO., LTD., York Building, Chater Road.

Hongkong, 30th July, 1906.

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TOY Popular English Manufacturers. In all Bores and Sizes. SMOKELESS POWDER and CHILLED SHOT. From No. 10 to SSSG, at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety. Inspection Invited. WM. SCHMIDT & CO.

Hongkong, 26th October, 1906.

SPORTING CARTRIDGES.

STOCK of ELEY'S always on hand.

YICK CHEUNG. Gunsmith.

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CALIBRE 7.63 m.m. With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS. SIEMSSEN & CO. Hongkong, 3rd October, 1905

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FURNITURE STORE. PLATED GLASS AND CROCKERY WARE, &c., &c.; and FOOCHOW LAUQUERED WARE 68. QUEEN'S ROAD CENTRAL. Hongkone, 21st September, 1903 [2051]

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OUND VOLUMES of the HONGAONG | Court. Possession from 15th November next. WEEKLY PRESS, January to June 1906. With INDEX. Price \$7.50. On sale at the Hongkong Daily Press Office-Hongkong 27th July, 1906

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TO LET ON LEASE. From 1st January, 1907.

NOS. 6, 8, 10, 12 and 14, HOLLYWOOD Nos. 1, 2, 3, 4 and 5 SUN WAI LANE. Apply to-ARRATOON V. APCAR & CO.,

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66 DROCKHURST," PEAK. No. 3, CAMERON VILLAS, PEAK. Nos. 2 & 7, DES VŒUX VILLAS, PEAK.

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No. 3, ARBUTHNOT ROAD. No. 73, WYNDHAM STREET. BEACONSFIELD ARCADE, Fine Shops Offices and Dwelling Rooms. Top Floor, (over Caldback MacGregor) No. 17A, QUEEN'S ROAD CENTRAL, Rooms on Front Part, Top Floor, (over Achee).

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TERRACE HOUSES,

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TO LET. FRANCE BUNGALOW." Kimberley Road, Kowloon, Tennis Court attached.

Apply to— ARRATOON V. APCAR & Co., 45. Wyndham Street. Hongkong, 14th July, 1906.

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IDISHOP'S LODGE SOUTH, PEAK, Partly Furnished or Unfurnished, with early possession. Close to Tram. Apply to—

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With Possession on the 1st January, 1907. NINE-ROOMED HOUSE with Office and Godown, on the British Concession. (Shameon—Cauton).

Apply to— Care of "Daily Press" Office. Canton, 3rd November, 1906. HONGKONG CLUB.

TO LET. FETWO ROOMS on the Ground Floor of the Annex, from date; suitable for Offices. Anyone disposed to offer for the same please apply to—

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TATO. 13, GAGE STREET, 8-Roomed House, with a Godown.

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TO LET. HOUSE in KNUTSFORD TERRACE A KOWLOON.

Apply to— THE HONGKONG LAND INVEST

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O'NE GODOWN at East Point close to the Water suitable for the storage of any

Floor Area 6,100 square feet. Apply to-JARDINE, MATHESON & CO.

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\* FITHE ACACIAS" and "THE # GROVE," having 26 Rooms, with detached Out-Houses and Kitchens, situated in Robinson Road, Kowloon. Well ventilated, with Electric Lights and Bells completely installed.

Apply to-E. M. HAZELAND, No. 35, Queen's Road Central.

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66 TAURBAR HOUSE" in CAMERON ROAD, Kowloon. Moderate Rental. Apply to-SPANISH PROCURATION. Hongkong, 11th October, 1906.

TO LET. OFFICES in King's Building and York Building. A HOUSE in Wong Net Chong Road. GODOWNS in PRAYA EAST.

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TO LET-AT KOWLOON.

NO. 3, LYEEMOON VILLAS, A Five-Roomed House with joint use of Tennis Apply to-

"LYEEMOON," -Care of "Daily Press" Office: Hongkong, 17th October, 1906,

SHANGHAI DOCK AND ENGINEER-ING CO., LIMITED.

(Continued from page 3.) pulling together. This is an honest and practicable acheme which men well able to judge are convinced will be very prefitable, and the apposition to it in certain quarters shows that success is anticipated. Socing that you will have an opportunity of reverting your decision at the Confirmatory Meeting, if not entirely satisfied with the report of the Committee,

urge you to give it a chance and to see what the I consider authorities on the point, and if I able and experienced men to be nominated under have this question answered I shall be glad to the next resolution can do for you. (Applause). give you what my authority says about the Sir Charles Dudgeon-Mr. Chairman and expected future carning capacity of the gentlemen. I have much pleasure in seconding the amendment proposed by Mr. Taylor You have heard the very full manner in which he has explained the scheme, and it is therefore not necessary for me to say look at the report of my speech in the paper anything further. I would like to say it to-morrow. I do not wish to repeat all I have seems to me that seeing the amount of dead assets which we hold in this company that it is said, No. 15, QUEEN'S ROAD CENTRAL. a business-like proposition that we ourselves should take up the question of d veloping these dead assets, for the benefit of the shareholders in this company. That seems to me a perfectly sound business proposition. I have nothing more to say but that I second the amendment. Mr. C. Holliday-I rise in support of Mr.

Taylor's amendment to the resolution. He and Sir Charles Dudgeon have already dealt so fully with the matter that there does not appear any thing left for me to say by way of elucidation This I would like to say. I have been into the ·in Weihaiwei. (Laughter.) matter somewhat closely with the promoters ND FLOOR No. 12, Queen's Road Central. and, as Mr. Taylor will tell you if you ask him, all the awkward questions a misplaced ingenuity could suggest. In the end I had to admit that taken all round the scheme was sound and feasible. At any rate one thing was perfectly clear, it was no device on the parof the bulls or bears to boost up or to run down the shares of the company, but a business-like and genuine attempt to turn a non-dividend earning asset into a dividend earning one. W ought to look at the matter in the dual capacity of prospective shareholders in the new com pany, and shareholders in the Dock Company Really and truly our interests are so identified that it is impossible to distinguish between them. Now as to the scheme itself: As far as my limited experience goes there is room for an other godown company in Shanghai, and believe one which will take for its motto civility and efficiency is tolerably sure of success (Applause). Of course in a commercial under taking there is always a risk and we shall no doubt have our lean years as well as our fat ones. But I cannot help thinking that a fair return of capital over a series of years is practically certain. I should like to emphasize the point that, granted a new godown company is to be started, we are the people of all others at the present moment best suited to start it. We have already got our shares in the Dock

> the development of the property in way that others, who had to pay their shares in cash would be unable to do. When the development is complete we shall still be getting our Tls. 18 or Tls. 20 on the Dock and in addition whatever dividends the new company may earn. In conclusion I commend Mr. Taylor's amendment to your favourable attention. (Applause.) Mr. A. L. Anderson.—There is one thing that Mr. Taylor did not make quite clear in his able speech and that is how, after the ten months have elapsed during which the Dock is to be you could leave the matter to them. If you partially fill d up, these magnificent godowns

Company, and we shall continue to get a return

on them, perhaps of The. 18 or 20 a year

(laughter) so we can wait for the completion of

are to be built, with electric light and lifts and cranes, how at the end of the first twelve mouths when the debenture interest falls due it intended to pay it without any money. Does he expect to be able to pay the 7 per cent interest on the debentures after two months' working? I should be glad to hear how it is to be done. do not for one moment suppose that the principal would be used to pay the interest.

Mr. White-Copeer-The answer to that seems to be so simple that I am really somewhat surprised at its having been put at this meeting This company will not be the first company that will have taken some little time to complete its works. The usual practice at home in cases of this kind is to borrow more money than is required. The surplus of the borrowed money is then applied in payment of interest until the earnings of the company are sufficient for it to pay the interest from them. Of course if you were to pay interest on borrowed money out of your share capital you could not pay any dividends upon your capital until you had ropaid the interest on the borrowel money. But if you have borrowed sufficient money to pay the interest there is no necessity to pay it from the earnin a straight off. That is the answer to the question, and it is done at home year after year in the case of railway companies and other concerns which are not in a position to pay interest until certain works have been completed. Mr. A. L. Anderson-Then I understand that part of the principal of the debentuces is

to be devoted to the payment of interest. The Chairman- Exactly. Dr. G. Reid-Having invested a little money in Messra. Farnham, Boyd & Co., I have learnt to be a little hesitant about investing money in any other company. (Laughter). The gentlemen who have spoken are practical men and business men, and they have not spoken many words in favour of the Dock Company, but they have spoken in favour of the proposed company. But I am not perfectly satisfied that things are so favourable, and I do not wish to sail out on a new ship and face a new storm. It has been said it would be very easy to secure the money to pay the interest. Very well, then let the men who can secure the money and interest pay the Dock Company for its valuable property. I am ready to take my Tls. 25 and let the money go into the Dock Company, and let us use it for the development of its work. I am not willing to go into a new company. One is enough for me. (Loud laughter.) I do not know how many propositions have been brought forward. New propositions are always being discussed, and now comes this mammoth proposition. The promoters are most sanguine. It is magnificent. They say that money is sure to come in, and that a dividend of 14 per cent will be paid. Well, let the money come right in-let it walk right in, but let these gentlemen pay the Dock Company for its vaiu-

able proper'y. Mr. Taylor - Porhaps Dr. Reid would make an offer to rent the land at the opposite side to feed cows on Mr. Read propared to take over Dr.

Reid's ites at to-day's quotation straight Dr. Reid accepted the offer. Mr. Niels-u-Unfortunately I was unable to follow the discussion. The various speakers must have given some details of the profits expected of this concern: I do not know.

How to be Beautiful-Keep your complexion, Mrs. Ellen's Creme Charmant, Lait Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her-Specialities for the Skin are the study of a Lifetime. A. S. Watson & Co., Ltd., Sole Agents.

INSURANCES

A CHEN AND MUNICH FIRE IN-SURANCE CO. OF AIX-LA-CHAPELLE.

TIME Undersigned, having been appointed AGENTS for the above Company, aco promed to ACCEPT RISKS against FIRE ccent Rates.

LEUTER, BROCKELMANN & CO. Hongkong, 21st April, 1897.

THE GLOBUS INSURANCE COMPANY. OF HAMBURG. FITHE Undersigned, having been appointed AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE

at Current Rates. CARLOWITZ & Co. Hongkong, 13th August, 1906. MARINE INSURANCE.

"I consulted a technical expert—(Cries of have This Day sEstablished Myself in Name! name! name! as the speaker endeavoured. Shanghai as AVERAGE ADJUSTER and am prepared to undertake the Adjustment The Chairman -- What was the name of the ] of General and Particular Average and other Mr. Nielsen-I should have to ask his per-

Telegraphic and postal address: "WADMAN SHANGHAL" H. P. WADMAN, Corresponding Associate

Association of Average Adjusters, as we all know, is an authority—on gold mining Great Britain. Mr. Taylor-I told you what the space in the Hongkong, 3rd November, 1906. godowns would be. I can let you figure it out L'UNION OF PARIS FIRE INSURANCE yourself. It seems to me a very simple pro-

COMPANY, LIMITED Dr. Reid--I would like to have the views of FITHE Undersigned having been appointed his other man, Why can't Mr. Nielsen give AGENTS for the above Company are prepared to accept Risks against Fire at ourrent

The Chairman (to Mr. Nielsen)—Can you SIEMSSEN & CO. Mr. Nielsen.—He said that if this company Hongkong, lst January, 1964. were started with a capital of Tis, 959,000 about one-third of what it is intended to start with, in NATORTH BRITISH AND MERCANhis opinion it would beable to earn six per cent TILE INSURANCE COMPANY.

much would be earned on a capital of Tls. FOTAL FUNDS AT 31st DECEMBER, 19 3,000,000 you can probably figure out for £17,837,119. Dr. Reid. I should like to know the opinion AUTHORISED CAPITAL... £3,000,000 Subscribed Capital ... 2,750,000 The Chairman.-The Directors are neutral, PAID-UP CAPITAL.......... 687,500 0

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents. Hongkong, 11th July, 1906.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic Feet of Cold Storage available at East Point. Stores will but the second having been withdrawn, he be Open at .O A.M. and 4 P.M. daily, Sunday would with the consent of the meeting alter the excepted to receive and deliver perishable goods. WM. PARLANE, Manager. Hongkong, loth November, 4801.

> STORAGE. FOR COAL, TIMBER, &C.

INO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER think your interests would be better secured FRONT. DEEP WATER. by appointing someone else we shall be

Also FOR SALE. Portious of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply— GEO FENWICK & Co., LTD.

Hongkong, 8th June, 1906.

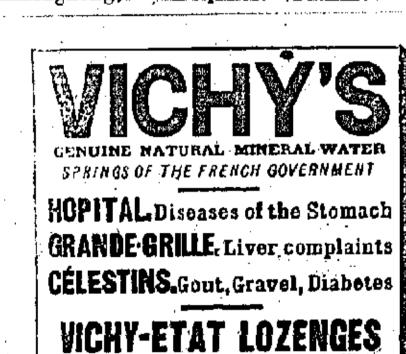
The Chairman -None, Sir. No cash offers | FITHE latest Method of the AMERICAN SYSTEM of DENTISTRY. 37, DEB VIEUX ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Rongkong, 4th September 1905

DR. M. H. CHAUN,

FIEN TING.

SURGEON DENTIST No. 10, D'AGUILAR STREET

TERMS VERY MODERATE. Consultation Free. Hongkong, 21st September, 1905 1759



alkaline water at home. BEWARE OF FORGERY

**COMPRIMÉS VICHY-ETAT** 

GRIMAULT & C°



Recommended by eminent Dermatologists and adopted in the Paris Hospitals in the treatment of Ringworm, Acne, Psoriasis, Eczema and Skin diseases generally.

> 8, RUE VIVIENNE, 8 Paris

### NOTICE TO CONSIGNEES

FROM NEW YORK, PENANG AND SINGAPORE.

TITIE H.A.L. Steamship

"VANDALIA," Captain Franck, having arrived from the above Ports Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY. Any Cargo impoding her discharge will be landed into the hazardons and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense. All Claims must be presented within total tys.

of the steamer's arrival here, after which state they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th Nov. will be subject

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th Noy., at 3 P.M.

No Fire Insurance has been effected, HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 1st Nov. inber, 1906.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES. FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

FIGURE Company's Steamship

"KAMAKURA MARU," having arrived from the above Ports, Consignous of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godage Company's Godage at Kowloon, where each consignment will be sorted out, mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To diam. Goods not cleared before the 9th November will be subject to rent

All ship-damaged packages must be left in the Godown, and Notice of same sent to this Office before the 11th November, or Claims in connection therewith will not be recognised. No Fire Insurance has been effected.

NUPPON YUSEN KAISHA, Agents. Hongkong, 1st November, 1996,

NOTICE TO CONSIGNEES.

FITHE P. & O. S. N. Co.'s Steamer " MALTA?

STRAITS. Consignees of Cargo by the above-named versel are hereby informed that their Goods are being landed and placed AT THEIR KISK in the Hongkong and Kowloon Wharf and Godown Company's Godewns at Kowleen, where each consignment will be sorted out, Mark by Mark. and delivery can be obtained as soon as the Goods are landed.

FROM BOMBAY, COLOMBO AND

This ressel brings on Cargo:-From London, &c., ex s.s. Himalaya. From Possian Gulf, ox B. I. S. N. & B. & P. S. N. Co.'s Steamers. Optional goods will be landed here unless

Goods not cleared by the 8th inst., at 4 r.m., will be subject to rent. No Fire Insurance will be effected by me in

instructions are given to the contrary before

any caso whatever. Damingod packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed. hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Clams will be admitted after the Goods have. left the Godowne.

E. A. BEWETT, Superintendent. Hongkong, 2nd November, 1906.

"MOGUL" LINE OF STEAMERS. NOTICE TO CONSIGNEES.

S.S. "DEN OF KELLY." FROM MIDDLESBOROUGH, GLASGOW, AND LIVERPOOL. ONSIGNEES of Cargo are by reby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., a 'Kowloon, whence and/or from the wharves

delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst., will be subject.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th inst., or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 3 P.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by DONWELL & Co., Ltd., Hongkong, 3rd November, 1906.

HAMBURG-AMERIKA LINIE.

THE HALL Steamship

"RHENANIA." Captain von Hoff, having Consignees of Cargo are requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY. Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon -Wharf and Godown-Company,-Limited, and stored at Consignees' risk and expense. All Claims must be presented within ton days

of the steumer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Golowns, and all Goods remaining undelivered after the 12th Nov., will be subject to rent.

to be left in the Godowns, where they will be examined on the 12th Nov, at 3 P.M. No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE.

All broken, chafed, and damaged Goods are

Hongkong Office. Hongkong, 5th November, 1906.

### SHIPPING.

ARRIVALS CANTON MARC. Japaneso str., 2,742, S. Hirai, 6th Nov. -- Nagasaki 1st November, General, Chines . D'ARDANUS, British str., 2,992, H. Nicholns, 6th November Shanghai 3rd Nov., General .-

Butterfield & Swire. PAUSANO, British str., 1.530, F. Whoeler, 6th November-Most 1st Nov., Coal, Jardine, Matheson & Co. HONOBER, British str., 2,056, J. Hainsworth,

6th Nov. Straits 20th Oct., General. . Chinose. KAIFONG, Briffish str., 986, F. Finlayson, 6th November - Ningpo Bed Nov. Ballasti-

Buttle field & Swire Kenemow, British steamer, 6th Lovember, from \*Canton RWAN MAN. Chinese steamer, 6th Nevember,

ROALD, Norwegian str. 6th November, from Canter SAN DOSINGO, Panish str., 2,742, J. E. Gabie, 5th Kovember - Europe vin Suez, 5th Oct General .- Melchers & Co. Tingsake British stemmer, 6th Nevember,

Seem Canton

from Cauton.

YULNSAFO, British str., Ligs; F. Moeney, 600 November - Manila 3rd Nov., General -Jaidine, Matheson & Co. ZNETRO, British Mr. 4,629, B. Rodger, 40 November Manila Ith Nov. General. Shewan, Tomes & Co.

CLEARANCES AT THE HARROUR MASTER'S OFFICE Nov. 61h.

Carl Diederichren, German str., for Haipheng Hailan, Fronch str., for Hollow. Nile; British str., for Singapore. Princess Alice, German str., for Europe Rhenavia, German str., for Yokehama Testonia, German str., for Singapore

DEPARTURES. Nov. 6th. CHINA A merican str., for San Francisco CHOWTAL Cerman str., for Swatow. DES OF KELLY, British str., for Shanghai HAIMUN, British kir., for Coast Ports Honorem, French str., for Haiphony KIUKIANG, Bestish str., for Canton KUMSANO, Rollish str., for Calcutta. NISSIN MALE, Jaranese str., for Canton RIMUN MARC, Japanese str., for Bombay SUNGRIANG, British str., for Manile.

TAINAN, British str., for Saigen.

SHIPPING REPORTS. The British str. Kindoog/reports: Had strong monsoon and very logo seas. The British str. Darkhows reports: Strong

N.N.E. winds in Formosa Straits. The British str. Yacusany reports: Moderate northerly, p. le, rough confused sea and overeast. The Billish str. Hengler reports: Light vari able winds to lat. 14 N.z thence to port strong N.E. monsoonswinds, and sea. The British str. Zofico reports Strong N.N.1 ; gale and mountainens N.N.E. sea and overest rainy weather throughout.

VESSELS IN DOCK.

A mulbers Docks ... Chinkai Mare, Chowfa. Kowloon Docks. - Sorsogon, Ch. Hardonin, Chowler, Sahre, Montengle, H.M.S. Taku, Montanes, Borneo, Amara, Empress of India, Stand-Cosmonoraran Doct s - Hygeia, Tsinan, Tean, Ecliper.

"GLEN"-LINE OF STEAMERS. TOR LONDON AND ANTWERP.

▼ THE Steamship

"GLENEARN," Captain Houghton, will be despatched as above TO-DAY, the 7th November. For Freight, apply to McGREGOR BROS, & GOW. Hongkong, 17th October, 1996.

NAVIGAZIONE GENERALE (Floric and Rubattine United Companies.)

STEAM FOR BOMBAY VIA SINGA-PORE AND PENANG. Having connection with Company's Mail Steamers to ADEN, SUEZ. PORT SAID, MESSINA, NAPLES, LEGHOLN and GENOA, also Vanice and Thieser, all Mediter. RANKAN, ADMIATIC, LEVANTING and SOUTH AMEDICAN PORTS up to CALLAO! (Taking Cargo at through rates to PERSIA); Gulf and BAGDAD, also BARCELONA. VALENZA, ALICANTE, ALMERIA and MALAGA.)

THUE Steamship " [SCH]A," -

Captain Dodero, will be despatched as above on TUESDAY, the 13th inst., at Noon. At Bombay the Steamer is discharging in Yictoria Dock. For further particulars regarding Freight

and Passage, apply to CARLOWITZ & Co., Hongkong, 3rd November, 1996.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LINDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

· #\HE Steamsbir

Captain C. L. Daniel, carrying H: Majesty's Mails, will be despatched from this fer-Bombay on SATURDAY, the 17th November at Noon, taking passengers and cargo for the above ports in connection with the Company s.s. Mooltan, 9,629 tons, from Colombe, Passengers' accommodation in which yessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the muil steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed

London on 29th December. Parcels will be received at this Office unti 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to

E. A. HEWETT, Superintendent. Horgker, 5th November, 1906.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w.," together with the number denoting the section.

2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4 From Naval Yard to East Point,

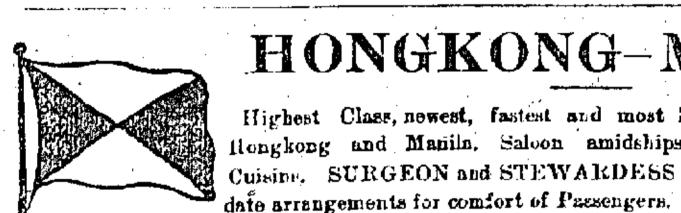
äh	DESTINATION	VERSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
		A					1
		, · ·					•
1+)11			'				
	LONDON & ANTWERP	GLENEARN	Brit. str		Houghton	McGregor Bros. & Gow	m. 1
or,	LONDON & ANTWERP VIA SINGAPORE, &c	NILE	Brit.str.			P. & O. S. N. Co	To-day. About 7th inst
	LONDON & ANTWERP	MERIONETHSHIRE	Brit. str.			Shewan, Tomes & Co	About 15th inst.
olit	LONDON AND VIN USUAL PORTS OF CALL	DELTA.	Brit. str.			P. & O. S. N. Co.	On 17th inst, at Noon.
	MARSOH LES, Ac., VIA PORTS OF CALL	AUSTRALIEN	Property.			MESSAGERIES MARUTIMES	On 13th inst, at 1 r.m.
lù• <sub>i</sub> ,	MARSEILLES, HAVRE, COPENHAGEN, &c. f	S(AM	Dan. str			MELCHERS & Co.	About end of Nov.
et,	BREMEN, VIA PORTROP CAIR,	PRINZESS ALICE	Ger. str	•••		MELCHERS & Co	To-day, at Noon.
	TIAMBURG VIA STRAITS, Sc	Segovia	Ger. str	$\mathbf{x}_{i}$ , $\mathbf{w}_{i}$		HAMBURG-AMERIKA LINIE	On 24th inst.
ner,	ANTWERP'S HAMBURG via STRAITS, &c	TEUTONIA		$\mathbf{k}_{i}$ $\mathbf{w}_{i}$		HAMBURG-AMERIKA LINIE	To-morrow,
	HAVRE, BREMEN & HAMBURG VIA STRAITS, &C	— Визэлуул 🔪	-	k. w.	Hildebrandt	HAMBURG-AMERIKA LINIE	'On 15th inst.
		STRIONIA	_	k. w.		HAMBURG-AMERIKA LINIE	On 30th inst.
_	NAPLES, HAYRE, BREMEN'S HAMBURG	RUENASIA	Ger. str	k. 17.		HAMBURG-AMERIKA LINIR	On 14th Dec.
a L	"TRIESTE, ac., via SINGAPORE, &c	TRIESTH	Aus. str.			SANDER, WIELER & CO	On 29th inst., P.M
11 11	ODISSA	PETRONIA	Rus. strl			MELCHERS & Co	About 10th Dec.
	BOSTON & NEW YORK	GHAZEE	Brit. str			Donwell & Co., Lid.	About 24th inst.
	NEW YORK	Укого Внавман Л	Erit.etr	<del></del>		ARNHOLD, KARBERG & Co	About 13th inst.
١	NEW YORK-MA PORTS & SUEZ CANAL	SAINT PATRICK	Amastr Brit. str			SHEWAN, TOMES & Co	About 16th inst.
	NEW YORK	VERONA	Ger, str.			CARLOWITZ & Co., LTD.,	About 10th Dec. About 17th Dec.
	VANCOUVER VIA SHANGHAI JAPAN, &c	Empress of India	Brit. etr.	2 m.		CANADIAN, PACIFIC R. Co	On 22nd inst., at 4 r.m.
1147	VANCOUVER VIA SHANGHAI JAPAN, &c	ATHENIAN July 1	Brit.str.	l m.		CANADIAN PACIFIC R. Co	On 28th inst., at Noon.
	VICTORIA (B.C.) & TACOMA VIA JAPAN	TREMONT	Am. str	1.00		DODWELL & Co., LTD.	On 27th inst.
	SOUTH AMERICAN PORTS VIA JAPAN PORTS	Kasato Maru	Jan. str		W. E. C. S. Filmer	Toyo Kisen Kaisha	Middle of Dec.
	SAN FRANCISCO VIA PORTS	<b>Дакотан</b>	Brit, str	_ `	411/1 - 64.48618014418044.	SHEWAN, TOMES & Co	About 21st inst.
	AUSTRALIAN PORTS VIA MANILA	Taivuan	Brit, str,	lm.		BUTTERFIELD & SWIRE	On 12th inst.
	AUSTRALIAN PORTS via MANILA	WILLEHAD A	Gor. str	~-		MELCHERS & Co.	On 13th inst., at Noon.
	AUSTRALIAN PORTS VIA MANILA	EASTERN	Brit. str			Gibb, Livingston & Co	On 1st Dec., at Noon.
	YOKOHAMA VIA SHAMHAI, MOJI & KOBS	- FOPMOSA. reserved in the	Brit. str. 11.	****		-P. & O. S. NCo.:	About 9th inst.
	YOKOHAMA, KOBE & VEADIYOSTOCK	San Domingo	Dan. str'	_	a garagement man	MELCHERS & Co	To-day.
	KOBE	TSINAN	Brit. str	Im.		BUTTERFIELD & SWIRE	On 14th just.
	JAPAN VIA SHANGHAI,	TIIMAHI	Dut. str		Brouwers	JAVA-CHINA-JAPAN LIJN	Quick despatch.
	TIENTSIN CANDE C MOMONIA NA	Kurichow	Brit. str	lm.	G. Hooker	BUTTERFIELD & SWIBE	On 10th inst,
	SHANGHAL KOBE & YOKOHAMA	RHENANIA	Gor, str	k. w.		HAMBURG-AMERIKA LINIB	To-day.
	SHANGHAL VIA SWATOW	Tingsand	Brit. str Ger. str	_		MELCHERS & Co	To-day, at 4 P.M.
•	SHANGHAL	KIUKIANG	Brit. str	1 m.	Millar	BUTTERFIELD & SWIRE	To-day.
	SHANGHAL	HANGSANG	Brit. str		Spencer Wilde	JARDINE, MATHESON & Co	On 9th inst. Ou 9th instant 4 P.M.
	SHANGHAL, KOBE & YOKOHAMA	· ERNEST SIMONS	Fren str		Bourdon	MESSAGERIES MARITIMES	About 12th inst.
	SHANGHAL KOBE & YOKOHAMA	ANDALUSIA	Ger. str.	k. w.		HAMBURG-AMERIKA LINIE	On 13th inst.
	SHANGHAL	DEVANHA	Brit. str		T. H. Hide, R.N.R.	P. & O. S. N. Co.	About 16th inst.
	TAMSUL VIA SWATOW & AMOY	MASAN MARU	Jap. str	······································	I. Sakurai	OSAKA SHOSEN KAISHA	On 11th inst Daylight.
73 4 F	ANPING VIA SWATOW & AMOY	FUKUSHU MAEU	Jap. str		S. Ito	OSAKA SHOSEN KAISHA	On Lith inst., Daylight.
	- A MOTE 2018 NOTEN, C.P. DO & CM/HAY	Kaifong	Brit. str	1 m.	E. Finlayson	BUTTERFIELD & SWIRE	To-marrow.
ti cê j	SWATOW, AMOY & FOOCHOW	Quarta	Ger. str	<b>-</b> "	H. Madsen	OSAKA SHOSEN KAISRA	On 9th inst., Daylight.
	MANILA	Y DENSANG	Brit. str.	. —	F. Mooney	JARDINE, MATHESON & Co	On 9th inst., at 4 P.M.
atri	MANILA	ZAFIRO		, –	R. Rodger	Shewan, Tomes & Co	On 10th inst, at Noon.
ьt.	MANUAL	TEAN	Brit. str.	Im.		BUTTERFIELD & SWIRE	On 14th inst.
ri-	MANILA	Rubi	Brit. str	<del></del>		Shewan, Tomes & Co.	On 17th inst., at Noon,
$\mathbf{rt}$	SAMARANG & SOURABAYA	HOPSANG.,,,,,	Brit, str	<del></del>	Trada-a	JARDINE, MATHESON & Co.	On 10th inst., at 3 P.M.
ļ	BOMBAY VIA SINGAPORE & PENANG	ASUM A	Juan Bur,		1 320GCFO minimization	CARLOWITZ & Co.	On 13th inst, at Noon.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LTD.,

ST. PETERSBURG & VLADIVOSTOCK. PROJECTED SAILINGS FROM HONGKONG.

1. From Green Island to the Harbour Master's.

SUBJECT TO ALTERATION. **STEAMERS** DATE OF SAILING. DESTINATION MARSEILLES, HAVRE, COPEN-) HAGEN, SCANDINAVIAN, R'SIAN S About end of Nov. and GERMAN BALTIC PORTS .... "BAN DOMINGO" ... On 7th Nov. KOBE токонама, -VLADIVOSTOCK On or about 3rd Dec. ... PETRONIA" ... On or about 10th Dec. For Farther Particulars, apply to MELCHERS & CO., AGENTS. Hongkong, 29th October, 1906.



HONGKONG-MANILA. Highest Class, newest, fastest and most inxurious Steamers between Hongkong and Manila, Saloon amidships, Electric Light, Perfect Cuising. SURGEON and STEWARDESS carried. All the most up-to-

# CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STRAMSHIF	Tons.	CAPTAIN	FUJE	BAILING DATE.
ZAFIRO	2540	R. Rodger	Manila.	Ôn 10th Nov., Noon.
RUBI	2540	R. Almond	Manila.	On 17th Nov., Noon.

Hongkony, 3rd November, 1996,

Hongkong, 9th October, 1906.

HONGKONG-NEW YORK.

GENERAL MANAGERS.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ

CANAL. (WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "BRAEMAR" - ... About 16th November. For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS

### INDO-CHINA STEAM NAVIGATION CO.. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.) STEAMERS. FO SAIL. SHANGHAI VIA SWATOW ..... "TINGSANG" ... Wed'day, 7th Nov., 4 P. M.

from Bombay by the R.M.S. Macedonia, due in \* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

+ Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtsze Ports. For Freight or Passage, apply to Hongkong, 6th November, 1906.

JARDINE, MATHESON & CO., GENERAL MANAGERS.

# CO., LTD., HAMBURG-AMERIKA PASSENGER SERVICE.

Y the new steamers, "RHENANIA," "HABSBURG," "HOHENSTAUFEN," and the "SCANDIA" and "SILESIA." The steamers are specially built for the tropics and have luxurious Passenger accommodation first-class. Cabins Amidship, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardesses carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD. FOR SHANGHAL, KOBE, YOKOHAMA, (TSINGTAU, CHEFOO AND TIENTSIN VIA SHANGHAL) Capt. v. Hoff 7th November HOHENSTAUFEN ... Capt. Jaeger 2nd December SILESIA 2nd January lst February NEXT SAILINGS HOMEWARD. FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG, Capt. v. Hoff ... I4th December Capt Jaeger 11th January 22nd March Capt. v. Doshren ....  ${f HABSBURG}$  ....

NEXT SAILINGS OUTWARD. ... FOR SHANGHAI, KOBE & YOKOHAMA... 7th November RHENANIA ... FOR SHANGHAI, KOBE & YOKOHAMA... 13th November ANDALUSIA FOR SHANGHAI, KOBE & YOKOHAMA... 26th November AMBRIA FOR SHANGHAL KOBE & YOKOHAMA... 2nd December HOHENSTAUFEN NEXT SAILINGS HOMEWARD. VIA STRAITS, COLOMBO AND ADEN. Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,

LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

... FOR ANTWERP & HAMBURG TEUTONIA ... ... FOR HAVRE, BREMEN & HAMBURG ... 15th November BRISGAVIA ... FOR HAMBURG ... ... 24th November SEGOVIA ... ... FOR HAVRE, ANTWERP & HAMBURG ... 30th November SITHONIA .. ...FOR NAPLES, HAVRE, BREMEN & HAMBURG 14th December RHENANIA \* For Steamer of the Coast Service Marked ‡ to `SIEMSSEN & CO.

# NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA. B.C. AND TACOMA

MOJI, KOBE AND YOKOHAMA,

Steamers	Tons.	Cap sin.	Sailing Date.
TREMONT	3,753 4,417 9,606	T. W. Garlick F. G. Purrington G. V. Williams E. V. Roberts J. Alwen	About 20th December, On 29th December, On 23rd January.

1 Cargo only:

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

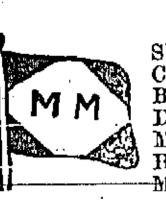
The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA. For further information apply to-

DODWELL & CO., LIMITED, GENERAL AGENTS.

Queen's Buildings. Hongkong, 29th October, 1906.

VESSELS ON THE BERTH COMPAGNIE DES MESSAGERIES · MARITIMES. FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA. COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX

-M-E-D-I-T-F-R-R-A-N-E-A-N AND BLACK SEA PORTS: NIHE Steamship "AUSTRALIEN," Captain Lemonnier, will be despatched for

MARSEILLES, on TUESDAY, the 13th Nevember, at 1 P.M. This Steamer connects at Colombo with the Australian line s.s. Sydney, bound for Marseilles vin BOMBAY and Aden. Passage tickets and through Bills of Lading

issued for above ports. Cargo also booked for principal places in Next sailings will be as follows:

S.S. "TONKIN" A S.S. "ERNEST SIMOS ... 11th Dec. S.S. "POLYNESIEN" ... ... 25th Dec. S.S. "CALEDONIEN" ... ... Sth. Jan. S.S. "SALAZIE" ... ... 22nd Jan. G. DE CHAMPEAUX, Agont.

Hongkong, 31st October, 1906. THE AMERICAN & ORIENTAL LINE

FOR NEW YORK. (With Liberty to Call at the Malabar Coast).

/ THE Steamship

"YEDDO." Captain Cowley, will be despatched for the above Port on or about the 13th November. For Freight, apply to ARNHOLD, KARBERG & Co.,

Agents. Hongkong, 4th October, 1906.

THE ORIENTAL PACIFIC LINE. FOR SAN FRANCISCO VIA PORTS.

THILE Steamship

" DAKOTAH.

Will be despatched for the above Ports on or about the 21st November. For Freight and further particulars, apply to SHEWAN, TOMES & Co., Agonts.

Hongkong, 24th October, 1906. REGULAR STEAMSHIP SERVICE. (WITH LIBERTY-TO CALL AT MALABAR-

COAST). Proposed Sailings from Hongkong.

FOR BOSTON AND NEW YORK. "GHAZEE" ... ... 24th Nov. FOR NEW YORK. "SAINT PATRICK" ... 10th Dec.

DODWELL & CO., LD., Agents. Honekong, 29th October, 1906,

For Freight and further information, apply to



AUSTRIAN LLOYD'S STEAM NAVI..

GATION COMPANY. STEAM FOR FIUME AND TRIESTE (DIRECT) Calling at SINGAPORE, PENANG. COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID. (Taking Cargo at through rates to the BRAZILS, to South Africa, Persian Gulf, RED SEA, BLACK SEA, LEVANT, VENICE and

ADRIATIC PORTS). / THE Company's Steamship

"TRIESTE," Captain Mistrarigo, will be despatched as above on THURSDAY, the 29th November, P.M. This Steamer has capital accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents. Prince's Buildings, Hongkong, 27th October, 1906, EASTERN AND AUSTRALIAN STEAM:

SHIP COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE, (Calling at Manina, Timor, Port Danwingnd QUEENSLAND PORTS, and taking through Cargo to Adelaide, New Zealand. TAHMANIA, &C.)

INE Steamship

"EASTERN! Captain McArthur, will be despatched for the above Ports on SATURDAY, 1st December, This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Cham. bor, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried. N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co.,

Hongkong, 31st October, 1906, TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

FOR SOUTH AMERICAN PORTS VIA JAPAN PORTS. Regular Steamship Service between Hongkong. CALLAO and IQUIQUE via JAPAN PORTS.

Tons To Sail Steamer 'KASATO MARU" 6,000 Middle of Dec. - Capt. W. E. C. S. FILMER. Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has spleudid Accom-modation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried board. For further information, apply to

K. MATSDA. Manager, York Building. Hongkong, 5th October, 1906.

#### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL REM	ARKS.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NILE	About 7th Freig November Pa	ght and asago.
YOROHAMA VIA SHANGHAI, MOJI and KOBE	FORMOSA	About 9th   Freig November   Pa	pht and
SHANGHAI	DEVANHA	About 16th Freig November Pa	tht and
LONDON, No., VIA USUAL PORTS ).	DELTA	$egin{array}{ll} egin{array}{c} egin{array$	Special tisement
For turther Particular .	apply to		. '

E. A. HEWETT;

inperintendent.

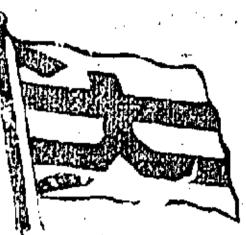
# NAVIGATION LIMITED.

lungkong, 5th November, 1906

AMOY, MANILA, CEBU and ILOILO
DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, +: "TAIYUAN" On 12th November.  TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE
* TSINAN" On 14th November.  The attention of Passengers is directed to the superior accommodation offered by these teamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtsze and Northern China Ports.  † Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS. For Freight or Passage, apply to-

BUTTERFIELD & SWIRE, AGENTS. Hongkong, 7th November, 1906



# OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

AND AMOY	"MASAN MARU" SUNDAY, 11th Nov., Capt. I. SAKURAI ST DAYLIGHT.	
* ANPING VIA SWATOW {	"FUKUSHU MARU"   WEDNESDAY, 14th Capt. S. ITO   Nov., at DAYLIGHT.	
	THE CHARTERED S.S.	
FOOCHOW {	"QUARTA"   FRIDAY, 9th Nov., Capt. H. Madsen   at Davidur	

THE CO.'S S.S.

Capt. H. MADSEN

\* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table. † Taking Cargo on through Bills of Lading to all Yangteze and Northern China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 7th November, 1906.

T. ARIMA, Manager.

LRAVING

at DAYLIGHT.

# PASSENGER SEASON

### PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

MARSEILLES AND LONDON. VIA COLOMBO AND BOMBAY.

FETHE STEAMSHIP

# "MACEDONIA."

10,500 Tons, Capp. C. D. Bennett, R.N.R.

WILL BE DESPATCHED AT NOON,

SATURDAY, 23RD MARCH, AND IS DUE IN MARSEILLES ION THE 20TH APRIL AND LONDON ON THE 27TH APRIL.

In addition to giving Passengers an opportunity of SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL WILL MAKE A FAST RUN TO MARSEILLES AND LONDON. THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS

FARES:

TO MARSEILLES-£61 FIRST AND £42 SECOND SALOON, To LONDON-£65 FIRST AND £44 SECOND SALOON.

For Further Particulars, apply to

Hongkong, 11th|October, 1906

E. A. HEWETT, Superintendent.

### IMPERIAL GERMANMAIL LINES. NORDDEUTSCHER LLOYD, BREMEN. EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE

SAILING DATES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EGROPEAN, NORTH AND SOUTH AMERICAN PORTS, PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

			1906
	PRINZESS ALICE	• • •	WEDNESDAY: 7th November
	ROON	***	WEDNESDAY 21st November
	THE LET CARE		2 4 7 4 7 4 7 4 7 4 7 7 7 7 7 7 7 7 7 7
	***	**1	
	PRINZ REGENT LUITPOLD	**1	WEDNESDAY 19th December
	• .		1907
i	PRINZ EITEL FRIEDRICH	141	WEDNESDAY 2nd January
j	SEYDLITZ	•10	WEDNESDAY 16th January
ļ	PRINZ HEINRICH	•••	WEDNESDAY 30th January
	GNEISENAU	•••	WEDNESDAY 13th February
	PREUSSEN	•••	WEDNESDAY 27th February
	XXX WEDNESDAY the 7th	day he	NOVEMBER 1906 of Moore the Cal

STRAMERS.

crom PORT SAID.

WEDNESDAY, the 7th day of NOVEMBER, 1906, at Noon, the Steamship "PRINZESS ALICE," Captain Ch. Polack, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling AT Naples and Genoa. Shipping Orders will be granted till Nood, on Monday, the 5th Nov. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 6th Nov., and Parcel will be received at the Agency's Office until NOON, on Tuesday, the 6th Nov. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Steward 1880s.

	Linen can be washed on board.	•		<u>.</u>
	RATES OF PASSAGE MONEY FROM HONGKONG:		nd Class	3rd Class
	TO NAPLES, GENOA AND GIBRALTAR	1361 () ()	む紀 ひひ	£22 0 0
	return		63 0 0	33 0 0
	TO SOUTHAMPTON, LONDON, BREMEN		412 U U	00 0 0
	AND HAMBURG	65 + 0 + 0	44 O C	24 0 0
	return	97 O O	66 0 0	36 0 0
	* To NEW YORK VIA SUEZ			
	via Naples, Genoa or Gibraltar	64/0/0	44 + 0 + 0	26 0 0
3	return	115 0 0	79 0 0	47 0 0
ľ	VIA BREMEN OR SOUTHAMPTON,	68 0 0	46 0 0	27 Ŭ Ŏ
	return	123 0 0	83 0 0	49 0 0
	In the event of the passenger leaving the Mail Stea	mer at Naples.	Genoa or	Gibraltar and

travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES. GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passengers'

Tour VIA INDIA: Passengers have the option of using a Steamer of the British India S. N. Co., from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERRUPTION OF THE VOYAGE IN EGYPT: Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean Swamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer

JAPAN-CHINA-AUSTRALIAN LINE. VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN. HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY

AND MELBOURNE. PROPOSED SAILINGS FROM HONGKONG-(SUBJECT TO ALTERATION). WILLEHAD ... TUESDAY, 13th Nov. TUESDAY, 11th Dec. ... TUESDAY, 8th Jan,

ON TUESDAY, the 13th NOVEMBER, at Noon, the Steamship "WILLEHAD," Captain Obenauer, with Mails, Passengers and Cargo, will leave this port as above, The Steamer has spleudid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

	٠٠ ۽	RATES OF	PASSAGE	Money	FROM	Honokong	:				
	, ,	-				1st Class	2nd Class	3rd Class	185	Class 2n	d Class
	To	MANILA		***	•••	\$50, <del></del>	\$30,	<b>\$</b> 20,—	return	<b>380.</b> —	\$50.—
		NEW GU			***	£28.—	£18.10	£14.00 -	return	£42.—	£27.15
		BRISBAN		•••	•••	£30.—	£20.—	£14.—	return	£54 —	£36.—
ı		SYDNEY			•••	£33	£23.—	£15.—	return	£59.10	£41.10
į	_ •	MELBOU!		444	***	£34.10	£24.10	£16.—	return	£62.5	£44.5
i		YOKOHA	MA	•••	***	<b> \$8</b> 0.00 .	\$60.00			\$170.00	
Ì		KOBE	3.0° A	#47 71 - I - A	7	395.00	<b>37</b> 0,00	\$50.00	return	\$170.00	\$120.
į		YOKOHA:						7 ,		••	
ı		to HONG!	TOMO."	***		\$140.00	\$100.00	· • . ·			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer £97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA ... 96. 0. 0.
From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San Francisco by the O. & O.S.S. Co.'s steamers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.

SAILINGS OUTWARDS.

#### EUROPEAN & AUSTRALIAN SERVICE SHANGHAI, NAGASAKI, ) " DILET OW,

KOBE & YOKOHAMA	"BOELOW"	*** ***		W	ednesday,	7th Nov	
SHANGHAI, NAGASAKI.					•		
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	LERINZ REC	ENT LUI	TPOLD	) " W	ednesday,	21st Nov	
" TOKOMAMA and KOBE	-" $FKINZ$ $SIG$	LSM UND."	<u>.                                    </u>	W.	wahaan ha	21st Nov	,
" neaching kokonai	ina in less than si	x days.					
TRANS-PACIFIC THROUGH	H TICKETS F	ROW HOS	EG CON	G sin .	U.i.aan		
r rancisco to Mew Tork DV	the C.P.K. Co.	is utaa nura	P 14 3	4 Ca		ara ar-	
T. K. K. and from New Yor	K to EUROPE b	v the Mir	ai laaat	Henrau	O, αυτή. Letanomas	5.5. UO.,	1
Norddeutscher Lloyd are issu	ed at the followi	ac Ritii:	_	as a lat only		rs or the Class	,
To London via Plymonth	h or Southampto	<b>.</b>		-, -	£62.		
To Bremen	• • •	<u>.</u> .		•	63.		
To Paris via Cherbourg	-		•		65	0.0	
To Naples, Genos via Ĝi	braltar 🕝 🕥	. <b></b>	•	- 1	65	0 0	

Passage money payable in local currency at current sight Bank, rate of Exchange on the day of payment. NORDDEUTSCHER LLO7D.

For further Particulars, apply to MELCHERS & GO., AGENTS.

PASSENGER SEASON 1907.

25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

PRINZESS ALICE" 10,911, ON MARCH 13TH. CAPT. CH. POLACK.

Tons Reg. 'PRINZ LUDWIG" 10,500, ON MARCH 27TH. CAPT. JVON BINZER.

CALLING AT NAPLES, GENOA, GIBRALTAR AND SOUTHAMPTON To LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

FOR PARTICULARS, APPLY TO

MELCHERS & CO., AGENTS.

Hongkong, 12th October, 1906,

# CANADIAN PACIFIC RAILWAY. COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY-SPEED-PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REQULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPRESS LINE," Saving 5 to 10 days' Ocean Travel. 11 DAYS YOKOHAMA to VANCOUVER, 18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration). Tons Leave Hongkong Arrive Vancouver "EMPRESS: OF INDIA" 6,000 ... THURSDAY, 22nd Nov. ... 10th Dec. ... WEDNESDAY, 28th Nov. ... 22nd Dec. "EMPRESS OF JAPAN" 6,000 ., ... THURSDAY, 20th Dec. ... 7th Jan. " MONTEAGLE".... 6,163 B. WEDNESDAY, 26th Dec. M. 19th Jan

> "EMPRESS" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 Noon.

TOTE Quickest route to CANADIA, UNITED STATES and EUROPE, will at SHANGBAL, NAGASAKI (through the INLAND SEA OF JAPAN) COURT YOKOHAMA and VICTORIA, B.C. Competer and VANCOUVER with A Special Loud Express, and at Quebes with the Company's NEW PALATIAL FEMPRUS Contamiships 14.500 time register. The through transit to LEVERPOOL being 223 days from YOK HAMA. and 291 days from HONGKONG. 

and 1st Class Railways ... R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" marry informediate passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Sarvigos, and to European Officials in the Service of China

Intermediate on Steamers

and Japan Gevernments For further information, Maps, Routes, Handbooks, Bates of Preight and Passage, apply to D. W. CRADDOCK, Acting General Agent, Corner Pedder Street and Prays opposite Blake Pier.

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR WILL LEAVE FOR ABOUT	ONOR ABOUT
TJIMAHI	JAVA	Second half of JAPAN via SHANGHAL	Second half of November
TJILIWONG.	JAPAN	Second half of JAVA PORTS	Second half of November
TJULATJAP	JAPAN	Second half of November JAVA PORTS	Pirst half of December
TJIBODAS	JAPAN	Second half of JAVA PORTS	First half of December
TJIPANAS	JAVA	First half of JAPAN via SHANGHAL	First half of Decomber

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Notherlands Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN

York Buildings, 1st Floor. Hongkong, 2 th October, 1906. Telephone No. 375

Bovril gives Strength to Resist Disease and greatly aids recovery exhausting from illness.

"SHIRE" LINE OF STEAMERS. FOR LONDON AND ANTWERP.

THE Steamship

"MERIONETHSHIRE," Will be despatched for the above Ports on or about the 15th November, and will be followed bout the less in by the Steamship "FLINTSHIRE,"

On or about the 20th November. For Freight and Passage, apply to SHEWAN, TOMES & Co.,

Hongkong, 17th October, 1806 DAMPFSCHIFFS.RHEDEREI"UNION"

ACTIEN-GESELLSCHAFT. FOR NEW YORK.

(With Liberty to Call at the Malabar Co st). THE Steamship

"VERONA," Captain Dobronz, will be despatched for the above Port on or about MONDAY, the 17th ecember.
For Freight, apply to
CARLOWITZ & Co.,

Hongkong, 5th November, 1906.

Cunliffe, The Pioneer Experts Russell & Co. 10 & 12, Place de la Bourse

ECURITIES issued by PARIS

European Gov'ts and WRITE FOR DESCRIPTIVE prospectsofimmense returns. PAMPHLETS

To be purchased for each or on the "Times" system of monthly payments.

ON 1:17 Fr. BUSSELL & CC. being the oldest-estab-lished firm of dealers in Premium Bonds in the world, offer advantages absolutely un-obtainable elsewhere. Bonds graranteed. Exceptional facilities for payment. Numbers checkedafter every Drawing, Results of Drawings in English. Holders of drawn Bonds advised at once. Prizes collected free of charge. Bonds purchased "at sight." Loans granted on Premium Bonds. Services continue until last Bond drawn. All transactions confidential. magnas in sea ha iga i cade segrates que aparte en properties de la cale de la cale de la cale de la cale de l

Gutler, Palmer & Go.'s



SHIPPERS Cutler, Palmer & Co., London AGENTS

SIEMSSEN & CO. HONGKONG.



used for scaling purposes.

#### POST OFFICE NOTICES.

Friday next, the 9th instant, having been declared a Public Holiday the Post Office will be open for one hour only i.e. from 8 to 9 n.m. There will be one delivery and a collection from the Pillar Boxes as on Sundays. The Money virder Office will be entirely closed.

Chosing of Christmas and New Year Parcel Mails to the United Kingdom. Parcels for the United Kingdom via Gibraltar posted up to 5 p.m. on the 16th instant are due in London on the 22nd of December, 1906.

With an additional fee of 60 cents, parcels may be sent via Brindisi and if posted before 5 p.m., on the 16th instant, would accompany the letter mail, which is due in London on the 15th of D cember.

Parcels intended for New Year's delivery should also be forwarded by the mail of the 16thinstant, as the subsequent parcel mail of the 1st of December via Gibraltar is scheduled to arrive in Lowlon on the 5th January, 1907. The rates of postage on ordinary purcels to United Kingdom are as follows:-

; For a percel not exceeding 3 lbs. in weight ... ... ... 60 cents. ... ... ,., ... ...\$1.20 " ... 08.13... ... ... All parcels centaining Jewellery or any article of Gold or Silver must be insured. This includes Silver or Gold mounted Walking Sticks or Umbrellas; all insured parcels muct be scaled. The scals must bear the impression of a device or private mark. Coins must not be

The Bucker, with the German mail, left Singapore on Friday, the 2nd instant at 10 a.m., and may be expected here to-day.

The Ernest Simons, with the French mail of the 12th ultimo, left Singapore on Monday, the 5th ipst, at 4 p.in., and may be expected here on or about Monday, the 12th inst. This packet brings replies to letters despatched from Hongkong on the 9th September. #3 Main for Clanton, "Wuchow and Samshul will be closed on week-days at

7.30 a.m. a of at 6 p.m., until further notice. Wednesday, 7th, 10.00 A.M. Saigon ... Drafar ..... Amoy and Singapore ...... Chowfa.... Chowfa....

Wednesday, 7th, 10.00 A.M. Wednesday, 7th. Printed Mutter and Samples......10.00 A.M. EUROPE, &c., India via Tuticoria ..... Registration ... 10.00 A.M. (Late Letters II 00 to 11 36 A.M. Fixten (Registration, with 'ate Postage 10 cents.).... fee of 10 cents, up to Prontess Alice ... (Lecters posted in all the Pillar Boxes 39.45 A.M.) in time for the first clearance will be Registration, Kowloon included in this contract mail) ....... B.C. ........... 10,00 A.M. No late fee, Letters .... 11.00 A.M. Wednesday, 7th, 1.15 P.M. Macao ..... Honam ..... Wednesday, 7th, 3.00 P.M. Swatew and Spanghai .....  $Tingsing \dots$ Wednesday, 7th, 3.00 P.M. Tentonia ..... Singar ore and Unngoon ..... Wednesday, 7th, 3.00 P.M. Shanghai, Kele and Yokohama ..... Rhenana Wednesday, 7th, 500 P.M. Kobe ..... Kona Mare ..... Quang Chow Was and Chickbom . ...... Jucob Diederichsen Wednesday, 7th, 5.00 P.M.

# CHRISTMAS GREETINGS

Hongay ...... Thursday, 8th, 9,00 A.M.

Swatow and Bragkok ..... Keongreai ...... Keongreai .....

IN ADVANCE.

A FINE SELECTION OF

RAPHAEL TUCKS

OF-VARIOUS DESIGNS AND DESCRIPTIONS.

NOW ON VIEW.

10% Discount for Cash.

# H. RUTTONJEE.

5, D'AGUHAR STREET, HONGKONG.

37 and 38, Elgin Road, Kowloon.

December.

Hongkeng, 1st November, 1906. TO-MORROW Sale, s.s. "YEUNA" with all lier Anchors, Chains and Appartenances, &c., on board, Mr. Geo P. Lemmert 1: Norn. Sale, Japanese Goods, &c., Sales Room, Mr. C. de M. C. Vicira-Lubeiro, 2.30 p.m.

# COMMERCIAL.

\_\_\_\_\_ CLOSING QUOTATIONS./ >

			NOV. OID.
	$\mathbf{C}\mathbf{N}$	LUNDON.—	
	- 3 +-	Tolegraphic Transfer	<b>2</b> /3:
		Bank Hills, on demand	$2/3_{12}$
		Pank Bills, at 30 days' sight	2/37
		Bank Bills, at 4 months eight	$2/3$ ) $\xi$
	<u></u>	Credits, at 4 months' sight,	, 2/4;
<u> </u>	-	Documentary Fills, 4 months eig	₹ħ(274‡" <sup>— —</sup>
	Oa	PARIS	•
Ċ.	~	Bank Bills, on demand	2883
'		Credits, at 4 months night	293
	ON	GERMANY.	
		On demand	,2344
	Os	NEW YORK	
		Bank Bills, on demand	55 չ
•		Credits, 60 days' night	,56≨⊹
		BONBAY	•
•		Telegraphic Transfer	170 <u>5</u>
,		Pank, on demand	171
	ON	CALCUTTA.	
•	•	Telegraphic Transfer	170 <u>3</u>
		Pank, on demand	171
~''•	() N	SHANGHAI	
		Bank, at sight	723
		Private, 30 days' sight	73 <u>}</u>
٠.	On	YOKOHAMA.—On demand	<b>,,,,11</b> 2
	ÓМ	Manua.—On demand—Pesov	-1115 .
٠.	ON	SINGAPORE.—On demand	
-:-	CN	BATAVIA On demand	<sub>orio</sub> 138 −−
	ON	HAIPHONG.—On demand	13 p.e.p.m.
	ON	BANGKOK.—On demand	1 p.c. p.m.
4.	ON	BANGKOR.—On demand	66
	So	VERRIGNS, Bank's Fuying Rate	<b>\$</b> 8,65
	-	- 100 0	የፈተ ሰሴ

#### VESSELS EXPECTED.

GOLD LEAF, 100 fine, per tael .... \$46.20

The T.K.K str. Nippon Maru sailed from Yokohama on the 1st inst., and will be due at this port on the 12th inst. The P.M. str. Algon sailed from San Francisco for Hongkong on the 20th Oct.

THE FRENCH MAIL. The M.M. str. Ernest Simons left Singapore on Monday, the 5th inst. at 4 p.m., via Saigon. THE CANADIAN MAIL. The C.P.R. str. Empress of Japan left Vancouver on Tuesday, the 30th Oct., a.m., for

Hongkong via the usual ports of call.

MERCHANT STEAMERS. The P. & O. str. Formosa left Singapore for this port on the 2nd inst., at 1 p.m. Singapore on the 2nd inst., p.m., and may be expected here on or about the 8th inst. Per N.G.I. str. Ischia left Singapore for this

port on the morning of the 2nd inst., and may he expected here on or about the 9th inst. The German str. Landrat Schieff left Moii on the 5th inst. for this port, and is due to arrive and Mrs. F. H. Kirchoff, Misses N. and V. here on or about the 10th inst.

[2023 The N.Y.K. str. Sanuki Maru (European Line) left Kobe for this port via Moji on the 2nd inst., and is expected here on the 12th inst. The Indo China str. Kutsung left Calcutta for this port via the Straits on the 30th Oct., and may be expected here on or about 15th inst. The C.P.R. str. Athenian arrived at Yokohama at 2.30 p.m. on Saturday, the 3rd inst.,

Thu sday, Sth. S.00 A.M.

where she is due to arrive at 5 a.m., on Tuesday, the 6th inst. The G. N. str. Mimesota, sailed from Scattle, farrived at Yokohama on the 5th inst. The Boston Tow Boat Co.'s str. Lura sailed from Scattle on the 12th August for Japan, Manila and Hongkong.

and left again at 4 p.m. on Sunday for Kobe,

Thestr. Satsuma sailed from New York on the 20th Sept Thesir, Wray Castle sailed from New York on the 4th Oct. Thesir, Ros Bero left New York on the 23rd Oct., and is due here on or about the middle of

OPIU	Μ,		
			Nov. 6th.
Quotations are: Allo	W C8	net.	to leastly.
Malwa New \$860	to	_	per picul
Malwa Old\$920	to	-	"
Malwa Older \$980	to	_	n
Malwa V. Old\$1029	to	_	17
Persian fine quality \$700 .	to	_	
Persian extra fine\$760	to		" H
Patna New	to	-	per chest,
Catna Old	to	_	11
Benaros New\$870	to	-	19
Benares Old\$850	to		
,			

PASSENGERS.

Per Yaensang, from Manila, Mr. Smith. Per San Domingo, from Europe, Mr. and Mrs. N. Forum, two children and nurse. Messrs, F. Brusewitch and H. Couchterlony. Per Prinzess Alice, from Yoke Jama, &c. Mr. and Mrs. Griffin, Mr. Geo. Reiche, Dr. Noble. Messre, Bruce D. Smith, A. R. Flinn, Hugh L. Wilson, Capt. W. Eberhardt, Capt. v. Mangelsderff, Mr. Melchers-Ahrens, Dr. Grossmann, Messis, Franz Tsinat and Henry Keswick, Mr. and Mrs. J. Chagas and child, Consul Dr. Heintze, Messrs. C. B. Woodhead and family, Reimors, G. Beermann, Mr. and Mrs. Kadovie. Dr. Schmidt, Messrs. F. Drude, Jos. Grunberg.

and Mrs. Aug. Telika. Per Zofiro, from Manila, Messrs. H. J. Meany, by Agents on receipt of Money Order. H. O. Hutching, M. C. Helm, Le Roy A. Barlett, Miss Lammens, Messrs, Beattie, Mac-Willie, J. H. Ross and Geo. E. Maynard. DEPARTED.

Per China, for San Francisco, &c., Dr. Marcus C. Tarry, Messrs. A. Brook Smith, G.C. Moxon, JULIE Undersigned GENERAL AGENT'S C. H. Ross, Mr. and Mrs. T. R. Tallman, Mr. and Mrs. T. M. Armour, Messrs. F. W. Willis, Jare prepared to issue THROUGH BIL'La Geo. Y. Bowman, Mr. and Mrs. Cummings, OF LADING for all the principal ports of The str. Arratoon Aprar, from Calcutta, left | Capt. Large, Messrs. H. Booth, A. C. Grilk, | South Africa, in connection with Indo-W. F. Barnes, Misses Harrison, Mr.C. H. Allen, CHINA STIAM NAVIGATION Co.'s fortnightly Rev. and Mrs. Tricket, Mr. Paul Tricket, Miss | service hence to CALCUTTA. Sailings from M. Hayden, Mr. W. H. Marks. Miss V. De | CALCUTTA for CAPE PORTS every fortnight Noie, Mr. J. C. Peter, Dr. and Mrs. A. Anderson, Messrs. Carl A. Anderson, Mrs. Eva C. Anderson, Miss M. Sawyer, Mr. F. Schaller, Mr. Pounds, and Mr. L. J. Smith.

JOINT STOCK SHARES.					
- <u>F</u>	longkong,	November 6th			
COMPANT.	PAID UP.	QUOTATIONS.			
Alhambra	\$200	\$120.			
Banks-	: 				
Hongkong & Shai.	! • I	\$5174, sales London, #24.16			
National B, of China	. 32	\$47, buyers			
Bell's Asbestos E. A	12s. 6d.	\$7, aullers			
China-Borneo Co China Light & P. Co China Provident		\$10, sellers \$10, sellers \$9.25, sellers			
Cotton Milis— Ewo.  Hongkong International Laou Kung Mow Soychee	\$10 Uls. 75 Th. 100	Tis. 75. \$13, soflers Tis. 70. Tis. 83 Tis. 325			
Dairy Farm	\$6	\$17, buyers			
Docks and Wharves— H. & K. Wharf & G. H. & W. Dock New Amoy Dock and Shanghai Dock and	\$50 \$50 \$61	\$100, sellers \$150, sales \$10½, solters			
Eng., Co., Ld S'hai & H. Winef		: Tls. 104   Fls. 232.			
Fenwick & Co., G :	•	\$22, sellers			
Green Island Cement.	\$10	\$19. sellers			
Hongkong & C. Gas Hongkong Electric H. H. L. Tramways Hongkong Hotel Co Hongkong Ico Co Hongkong Rope Co	£10 \$10 \$100 \$50 \$25	\$175, buyers \$15, bayers \$215, bayers \$1424. \$236, sellers \$23, sellers			
When a contract of	\$10	Can I de la			

Hkong S. Waterlant \$10 | \$6, buyers neurances — 1 **23**00, sellers China Fire..... \$20 | \$95, buyers China Tradors ..... \$25 \$95, buyers Hongkong Fire ..... \$50 | \$3324, anles & buy. North Chinn ..... £5 | Tls. 85. Union.... r‡hoo [=\$775; sellers Yangtszo ..... \$60 | \$165, selters and and Building-Hongkong Landluv.  $\$109 \times \$105$ , sellers Humphrey's Estate \$19 | \$114. Kowloon Land & H. **\$30 ! \$30.** Shanghai Land... Tls. 50 Tls 58 x new issue Tls. 564, new issue WestPoint Building \$50 | \$60, sellers Charbonnages ..... Fes. 250 | \$450, nominal Raubs.... 19/10 | \$91, sellers Philippine Co. .....

tolineries— China Sugar ..... \$100 d \$145, sellers Luzon Sugar ..... Steamship Companies China and Manila, ... \$25 | \$23 sollers Douglas Steamship. \$50 | \$40, sellers H. Canton & M..... \$15 | \$27, buyers Indo-China S.N. Co. £10 572, buyers Shell Transport Co. £1 31; buyers \$10 | \$26, sellers Star Ferry.... Do, New..... \$5 \$18, sellera \$50 Nominal Shanghai & H. Dyeing South China M. Post. \$25 | \$22, sales Steam Laundry Co... \$5 | \$5.75, sales Stores & Dispensaries Campbell, M. & Co \$10 | \$32. Powell & Co., Wm., \$10 | \$8, sellere Watkins.... \$10. \$4, sellers Watson & Co., A. S. \$10 | \$124, sales

> \$4 | \$8; buyers' Do, Founders..... 科() | 約50. VERNON & SMYTH. HONGKONG TIDE TABLE.

United mabestos ......

From November 7th to 13th, 1906. To correct Zone Time add 23 min, and 18 sec. LOW WATER HIGH WATER,

Day of Weeks	Pay of Mouth.	Hongkong Mean Time.	Height	Hongkong Mean Time,	leight
Wed.		b, m, -3 6 a 11 45 a	#t. m.	h.tm. m = 94 Anca	ft. in.
Thur	3	·		m / 8/25	2 5
Fri.	9	No inderior m = 0.3 c No inferior	digh digh	, nor low m 9 g nor low	water. 2 5 . water.
Sat.	<b>1</b> 9.	. in 1	6 6	. in 10 27	2 5
Suo.	11	No inferior  19   5   14    6   15   6	- high - 6-3- - 6-3-	nor low in 11 21	water. 2 6
Mon.	12	0 17 ta 0 1 4 4 5 0 1 6	5 8		4 C 2 4 .
Tues.	113	m 6 1 6 57 m	U <sub>2</sub> 3	m 0.19 0.44 a	4 Ó 2 4
-	Н0		METE EGIST	orologic er,	A L

Hongkong Observatory, Nevember 6th Previous Day On Date at at. 4 \$0.10. 10 p.m. karometer ... Temperature . Humidity ..... Wind Directions Force ...

Weather ..... Highest open air Temperature on 5th ...... 73 Lowest open air Temperature on 5th ...... 62.

JUST PUBLISHED.

#### NOW, ON SALE. THE FIFTY YEARS ANGLO-CHINESE CALENDAR

日歷英中年十五 FROM 1st JANUARY, 1864 to 31st DECEMBER. 1913, BEING FROM THE IST YEAR OF THE 图像由金 Kam Shang Lingmon-Lemon, ql. 76TH-CYCLE TO THE 50TH YEAR OF THE 76TH CYCLE, THAT IS THE 3RD YEAR OF Tung Chi to the 39th Year of Kwang Sul.

PRICE \$2 CASH. On Sale at the Hongkong "DAILY PRESS' OFFICE, or Agents in all the Ports of the

The Book will be sent by Registered Post (free) to any part of the World unrepresented Hongking, 3rd October, 1906.

NATAL LINE OF STEAMERS -

in China and Japan for the above Line For Freight and further particulars,

DODWELL & CO., LIMITED. General Agents for (hina and Japan Hongkong, 4th August, 1898.

#### AVERAGE MARKET PRICES. November, 1st, 1906.

The Prices are given in Dollar Cents. BUTCHER MEAT. 肉质能器 Met Lung Pa Yuk—Beef, sirloin & prime cut ...... 1b. 20 14 Ham Ngau Yok-Corned Beef , 20 政中极 Shiu Ngau Yok—Roast Beef.... , 20 NA Ngau Lam-Breast of Boof ..... , 15 Mikita Ngau Yok Pa - Beef Steak ...... 20 Mar Ngau Yok Ch'ong-Sausages..., 26 Ngan No-Bullock's Brains per set 10 Ngau Lek-Beef Steak, Sirloin ,, 30 Ngau Lo-Bullock's Tongue, fresh 和牛級 Ham Ngau Lo-, corned 頁中 Ngau Tau-Bullock's Hoad ... , 8)

海中 Ngau Sam— Heart ... lb. 12 用中國 Ham Ngau Kin—Heef Hump, 两个 Ngau Kök—Bullock's Feet ... each 7 中 Ngau Iu—Bullock's Kidney ... , 10 逐中 Ngau Mei--Bullock's Tail ...... , 17 并中 Ngau Kon - Bullock's Liver ... lb. 12 H4 NgauT'd-Bullock's Tripe, undressed ... 胸颌仔中 Ngau Tsai Tau Kok-Calves, 

骨牌单 Yong Pai Kwat-Mutton Chop 1b. 24 比单 Yong Pe-Leg of Mutton ..... 24 手掌 Yong Shau-Mutton Shoulder , 20 11 Yong T'au-Sheeps' Head per set (7) Yong Sam-Sheeps' Heart ... 1b. 6 香羊 Yong Iu—Sheeps' Kidneys ... ; 10 新羊 Yong Kon-Sheeps' Liver ... 1b. 24 Both Chu Kök-Pigs' Feet ...... ,, 12 Brit Chu No-Pig Brains ...... per set 2 题据 Chu Iu—Pigs' Kidney ......pair 8 香牌器 Chu Pai Kwat-Pork Chop ... , 21 Chu Sam-Pig's Heart ..... ouch 9 肝癌 Chu Kon-Pig's Liver ....... 1b. 28

存款 Cha Tsai—Sucking Pigs (to order) ..... 油中生 Shang Ngau Yau-Boof Suot ... 油单生 Shang Yong Yau-Mutton Suet -- 24 股借牛 Ngau LapChtong—BoefSausges , 2) BB中 Ngau Láp Ch'ong—Veal ... 20 POULTET. #M Kai Tsai-Chicken ......

Sin Kai-Capons ..... 越班 Pan Kau-Doves ...... each 15 関水域者 Sang Sheng Shou Ap-Wild Duck, -MM Kai Tan—Hen's Eggs ....... doz. 25 風魔選 Hoi Nam Kai-Fowls, Hainan..., 25 26 Ngoa--Goose ...... 26 動動性 Shong Hoi Ya Ngoa -- Goese, Wild ., --

Shanghai ..... pair ---Pak Kop-Pigeons | Canton each 25 Holhow 22 存置 To Tsai—Hare ...... the Shan Kai-Pheasant ....... 19 Cha Ku-Partridge ..... each -霍花禾 Wea Fa Tsök—Rice Birds .... doz 65 So Ts'oi--Snipe..... each 25 And Fon Kai Kung-Turkeys, Cock lb. 66 MA Fen Kai Mo-Purkeys, Hen ... , 45

**魚丝** Kai Yū—Barbely ...... , 13 A Pin Yü-Bream ...... ,, 14 魚水流 Tam Shou Yu-Canton Freshwater Fish ...... 24 fifth Man Yu-Codfish...... 24 ₩ Hai—Crabs ....., 16 魚屬- Mak Yu-Cuttle Fish ......, 13 

Hoi Sin-Eels, Conger ...... ,, 17 Tom Shhi Sin-Eols, Fresh Wong San-Eels, Yellow ..... , 24 MH Tren Kai-Frogs ...... 32 Tso Pak Yu-Herrings ....... ,, 20 Halibut ...... 24 

超龍 Lung Hù—Lobsters ........ 魚豆 Shi Yu-Mackerol ...... 鱼圈 Chai Yu—Mullot Met Mong Yt-Monk Fish ..... 1b. 21 魚公 Kai Kung Yu-Parrot Fish... ,, Tau Lo-Perch 着白 Pak Chiong—Poinfret, White.. ... 28 音黑 Hak Ch'ong— " Black... " 24

毀明 Ming Ha - Prawns ......, 公物で Sik Kau Kung-Rock Fish ... ,, 血湿 Ch'un Yu-Roach ...... Sa Yu-Shark ...... 做友思 Ma Yau Yu-Salmon, Canton ... 32 魚生 Shang Yü—Salmon, Fresh Water, 32 Ha—Shrimps ...... 24 n Po Yu-Skate ..... 10

角沙伽 Tat Sa Yu-Soles...... 24 MES Kök Yü-Turtles, small, freshwater ...... 56 鱼 Pak Bit Yu-White Bait ..... , --

数平山金 Kam Shan Ping Ko—Apples, California ...... 22 文平本天 Tin T'aun Pin Ko—Apples, C'foo ,, — 2 Boi Tong —Apples, small, Chefoo ,, 6 校置 Fan Chi-Apples, Custard,

整子本日 Yat Pun Ping Ko-Apples, 類響處含 Shang Sheg Heung Tsiu -Bananas, fragrant, Canton 類番山 Shang Heung Tsiu-Bananas brides, Macao ..... , -

林杨 Yeung T'6—Carambola ....... 9 區園 Fung Nut-Chestnuts, Chinese ,, 12 子椰 Ye Taz - Cocoanuts .....each 9 子提舞 P'o Tai Tsz—Grapes... 1st ql. lb. — Ning Mong-Lemons, Chinese ,, 枝基 Lai Chi-Lichees, Fresh......lst ql. ---

乾技器 Lai Chi Kon-Lichees, Dried 1b, 45 Ning Mong-Limes, Saigon ..... 世東呂 LuiSang Mong-Mango, Manila 性前安 On Nan Mong—Mango, Saigon "— 子竹山 Shan Chuk Tsz-Mangosteens doz. per 100 \_\_\_\_\_1st 成四洋 Yong Sai Kwa-Water Melon,

.....2nd , —

American......por lb. 6 Repa Sai Kwa-Water Melons China 1b, 3 瓜香 Hong Kwii — Musk Melon American each — Passion Fruit, American... per doz -

Papaw 1st...... 15 10 2nd...... , 7 Chang-Oranges, Am., Sweet ,, 5 配無器 Chiu Chau Ch'ang—Oranges Swatow ...... ,; -配門減 O Mun Ch'ang-Oranges, Macao ,, -档数数 Chu Sā Kat— " Small " —

精甜 Tim Kat— " Mandarin " — 型型法上 S'hai Sut Li-Pears, American lb -福島 SinTsi-Pears, Cooking, Canton ,, -Sä La-Pears, Shanghai...... , 15 Hung Tsi-Persiminons large , 9 Hung Li-Plums, Swatow .....

# HONGKONG, CANTON. MACAO & WEST RIVER STEAMERS.

JOINT BERVICE OF THE HONGKONG, CANTON AND MACAU STEAMBOAT - CO., LD., AND THE CHINA NAVIGATION CO., LD.

## HONGKONG-CANTON LINE.

8.8. "POWAN," 2,338 tons, Captain W. A. Valentine. 8.8. "FATSHAN," 2,260 tons, Captain R. D. Thomas. 8.8. "KINSHAN," 1,995 tons, Captain J. J. Lossius.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), 9 p.m. (Saturday excepted). Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD

#### HONGKONG-MACAO LINE. S.S. "HONAM," 2,363 tons, Captain H. D. Jones.

Departures from Hongkong to Macso on week days at 2 p.m. SUNDAY SPECIAL EXCURSIONS leaving Hongkong at 9.30 A.M., and a Second Departure about 7 p.m.! Departures from Macao to Hongkong on week days at 7.30 a.m. On Saturdays a Second Departure about 7.30 p.m. On Sundays at 3 p.m. (See Special Express).

CANTON-MACAO LINE.

8.8, "LUNGSHAN," 219 tons, Captain T. Hamlin Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturate, at 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LD., THE CRINA NAVIGATION CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO. LD.

### CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willox. S.S. "NANNING," 569 tons, Captain A. McKinnon.

One of the above Steamers leaves Canton for Wushow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the-HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD. Hotel Mansions (First Floor), opposite the Hongkong Hotel;

Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LD.

孤遊越本 Pun Ti Po Lo-Pineappl) ...ql Pineapple Coong only...2 id

海大 Tai Tsiu - Plantains ...... lb. 2 the Luk Yau-Pumelo, Amoy ...each -柏松源语 ChimLoLuk Yau -- Pumelo, Siam .. 15 松食新 San Hop To-Walnuts, Fresh lb. -林在 Hop To-Walnuts, Green ..... -VEGETABLES, &c.

竹油了班上 Shanghar Ya Chi Chuk-Artichokse, Shanghai ..... 8 秦蘇龍 Loong Soo Ta'oi -- Asparagus.. doz. --益格 Chuk Sun—Bamboo Shoots ... lb. — 基字 Ngā Tsdi—Beans, Sprout ...... 1 角碧 Tau Kok— , Long........... 12 電面 Min Tau→ " Broad ....... " The Pin Tau- , French, S'hai , 14

世紀門演 O Moon Bin Tau-Beans. Macao (French) ..... 14 And Hung Tau Ts'o i Beetroot ... each 2 新文 Kau Sun—Cane Shoots.....bundle — 描音 Ts'ing Ke-Brinjals, Green ... lb. 5 茄元 Yuen Ke-- , Red...... 部析 Chuk Shun—Bamboo Shoots . " 森井 Kai Ta'oi—Cabbage, Chineso ". 5

桑芥海上 Shai Kai Ta'oi - , Shanghai eac 1 11 在英國 Ye Te'oi Fä—Cauliflower..... each — 花菜椰大 Ta Ye Tsoi Fä— "Large Size "— 花菜椰牛 Chung Ye Ts'oi Fä—Cauliflower, — Med. Size 整章 Can Ts'oi-Celery, China ...... lb. 10 桑芹津 Yeung Can Ts'oi-Celery, Eng. ... 成書 Fu Kwa—Bitter Squash ........

数编数 Kon Lat Chia-Chilies, Dried ,, 19 血統督 Teing Lat Tsiu—Chilies, Green , 数花紅 Hung Fä Tsiu-Chilies, Red... , 10 成育 Te ing Kwa—Cucumbers ...... " 科財風加 Ka Li Ts'oi Liu—Carry Staff, English ..... 面蓋 Ch'ung Tau-Garlie...... 著手 Tsz Keung—Ginger, young ... , 10 To Toing Tau-Green Peas ...... -

五程 Kan Lik-Horse Radish, S'hai , 43 来型 Suk Mai—Sweet Corn......piece— 在推 Young Shang Ts'oi - Lettuco... 2 Mush Molon 菇草生 Shang Tso Ku-Mushrooms, freah..... 指名 Mo Ko-Ochra ...... \_\_\_\_\_

類点种 Young Ta'nng Tau - Unions, B'bay. 6 誕生 Shang Ts'ung-Onions, Green ... , 順級本日 Yal Pun Ts'ung Tan-Onions. Japanese ..... 面被选上 Shanghai Ts'ung Tau-Onions, 

茄毛 buð ku—Okroes ..... 菜芳律 Young Yuen Si-Parsley, Eng. bundte ... ... per lb \$2.50 仔萄洲屬 Foochow Shu Tsai —Potatoes. Foochow ...... 1b. 仔野海上 Shanghai Shu. Tsai—Potatoes; 

仔嘟本品 Yat Pun Shu Tsai -- Potatous, Japanese ...... 3 仔罄門燙 O Mun Shu Ts.ci - Potatoes, Macao ..... 6 仔際確化 Fa Ke Shu Tsai-Potatoes, American ..... Fan Shu-Potatoes, Sweet ... .. 展冬 Tung Kwa—Pumpkia......

英仔指 Chu Tsai Ts'oi-Pursline ..... , 仔白羅紅 Hung Lo Pak Tsai—Radish ... , , , Ye Ts'oi -- Cabbage Root .....each --蜜 &乾 Kon Ts'ung Tau-shalots..... lb.--12 Yin Ts'oi -Spinach ..... 順学 Fu Tau -Taros ...... 值题 Lo Pak—Spinach Chinese ..... ,, 翻選 Lin Ngau—Lily Root....... Man Young Lo Pak-Turnips, Eng. ,,

版面 Tsit Kwa-Vegetable Marrow, American ....... ME Ma Tai — Water Chestnuts, Common ...... 南正林林 Kwei Lam Ma Tai-Water ,, \* 路馬 Chestnuts, Mandarin ..... " 英津西 Sai Yueng Ts'oi — Water Crosses , 夢た Tai Shu—Yams......

> C. W. BRETT \_Inspector of Markets.

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J. W. KEW, Mauager, Hotel Mansions, 3rd Floor, Hougkong, 8th August, 1995: 1712 MITSU BISHI GOSHI-KWAISHA (MITSU BISHI CO.)

#### COAL DEPARTMENT MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI," which applies to all Branch Offices. Al ABC 5th Ed., Western Union Codes used. All Letters Addressed: MANAGER, MITSU BISHI Co. with name of place under

BRANCH OFFICES:-NAGASAKI, MOJI. KOBE, KALATSU SHANGHAI, HONGKONG E HANKOW.

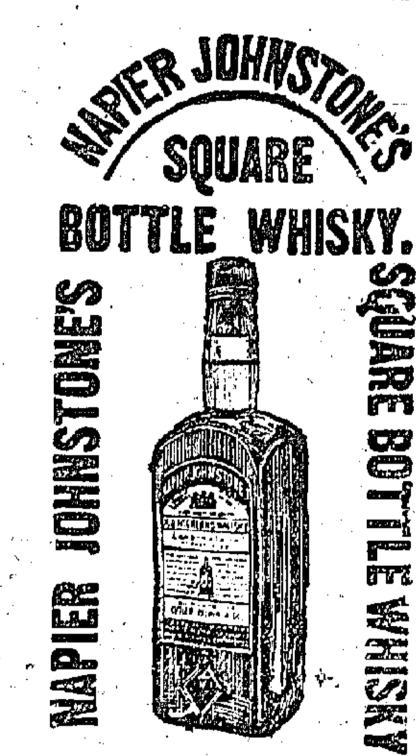
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TEITHER the CAPTAIN, the AGENTS nor the Owners will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessel during her stay in Hongkong Harbour-

S. P. HITCHCOCK, American Ship, E. L. Zerk -Arnhold, Karberg & Cô. .-F. Снарман, American Ship, R. Banfield-Arnhold, Karberg & Co.



SHIPPERS CUTLER, PALMER & Co., LONDON AGENTS LANE, URAWFORD & CO.

HONGKONG STEAMERS PASSED THE CANAL. Sept. 25th -Baron Ardressan. 28th-Sunda. Idomeneus, Oct. 2nd--Armand Behic, 5th-C. Ferd. Lacisz, Erzherzog, Franz Ferdinand. 9th—Formosa, Myrmidon, 12th—Alcinous, Hy. son. 16th-Alberga, Benlomond, Benledi, Pesha. wur. Cardinanshire. 19th-Andalusia, Ernes! Simons, Oceanien, Atholi, Tyo Maru. 23rd-Glenroy, 26th-Glaucus, Nubia, Salazie, Mont. gomeryshire, Sibirien. 30th-Helene Rickmers, Peleus, Oceana, Socotra, Prinz Regent Luitpold, Teucer, Foxley, Namur. Nov. 2nd - Gneischau, Polynesien, Bingo Maru, Kanagawa Maru. ARRIVALS AT HOME.

Nov. 2nd-Prinz Heinrich, Saxonia.

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